

**AUCKLAND UNITARY PLAN
OPERATIVE IN PART**

PRIVATE PLAN CHANGE 25:

Warkworth North

**Further Submission by
Turnstone Capital Limited**

| Sub # | Sub Point | Submitter Name | Summary | Further Submission |
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| 1 | 1.1 | Joan and Ian Civil | Rezone the area immediately adjacent to the boundary with 141 Curran Rd as open space. | Oppose. |
| 2 | 2.1 | Chad Ranum and Carly Ranum | Rezone the land immediately opposite 12 Viv Davie Martin Drive identified as Single House zone to Mixed Housing Suburban zone. | Support. |
| 2 | 2.2 | Chad Ranum and Carly Ranum | Amend Precinct Plan 1 to show a 6m width strip of indicative open space along the western boundary to the Viv Davie-Martin Drive area. | Oppose. <i>Note: As a result of consultation between representatives of the Applicant and neighbouring landowners in Viv Davie-Martin Drive, a planting strip is now proposed for approximately 350m of the south western boundary of the Stubbs Farm Estate property. That extent is illustrated on the draft indicative masterplan prepared by Pacific Environments, which is attached.</i> <i>Mike Farrow of Littoralis Landscape Architecture has advised that a 1.5m wide planting strip will provide adequate scope to create an effective vegetative screen between future homes within the plan change area and adjoining properties accessed from Viv Davie-Martin Drive. The owners of these adjacent properties have indicated that they may double the overall width of that screening belt with a 1.5m strip on their side of the shared boundary. Mr Farrow has observed that this additional vegetation would provide a useful supplement, but is not critical.</i> <i>The 1.5m width landscape strip will be provided by way of legal instruments. No requirement is required or proposed within the planning provisions.</i> |
| 2 | 2.3 | Chad Ranum and Carly Ranum | Remove references to the indicative road linkages to the Viv Davie-Martin Drive area, particularly at 12 Viv Davie-Martin Drive and convert these indicative roads in the plan change area to residential cul de sacs. | Support to the extent that the indicative road linkage in the vicinity of 12 Viv Davie-Martin Drive is no longer shown on the drawings proposed in the Applicant's primary submission but otherwise oppose. The remaining indicative road connection to Viv Davie-Martin Drive is consistent with the intent of the Council's Structure Plan but in a preferable location taking into account all relevant factors. |
| 2 | 2.4 | Chad Ranum and Carly Ranum | Amend I1.4 Activity Table of 10.4.1 (A2) as follows: [Subdivision or development of land including, or adjacent] to 'future road connections' <u>indicative road connections to Sanderson Road, Albert Road, Hudson Road and adjacent land to the north</u> indicated on the Warkworth North Precinct Plan.] | Oppose. |
| 3 | 3.1 | Robert White | Provide 6m or more buffer strip, along the boundary with the Viv Davie Martin Drive area and particularly 44 Viv Davie-Martin Drive. This could be achieved by zoning the land identified as Single House or Mixed Housing Suburban zones to either Residential- Large Lot or Open Space (with planting) or requiring restrictive covenants at subdivision stage. | Oppose. <i>Note: As a result of consultation between representatives of the Applicant and neighbouring landowners in Viv Davie-Martin Drive, a planting strip is now proposed for approximately 350m of the south western boundary of the Stubbs Farm Estate property. That extent is illustrated on the draft indicative masterplan prepared by Pacific Environments, which is attached.</i> <i>Mike Farrow of Littoralis Landscape Architecture has advised that a 1.5m wide planting strip will provide adequate scope to create an effective vegetative screen between future homes within the plan change area and adjoining properties accessed from Viv Davie-Martin Drive. The owners of these adjacent properties have indicated that they may double the overall width of that screening belt with a 1.5m strip on their side of the shared boundary. Mr Farrow has observed that this additional vegetation would provide a useful supplement, but is not critical.</i> |

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| | | | | <i>The 1.5m width landscape strip will be provided by way of legal instruments. No requirement is required or proposed within the planning provisions</i> |
| 3 | 3.2 | Robert White | Remove references to the indicative road linkages to the [Viv Davie-Martin Drive] area. | Support to the extent that the indicative road linkage in the vicinity of 12 Viv Davie-Martin Drive is no longer shown on the drawings proposed in the Applicant's primary submission but otherwise oppose. The remaining indicative road connection to Viv Davie-Martin Drive is consistent with the intent of the Council's Structure Plan but in a preferable location taking into account all relevant factors. |
| 3 | 3.3 | Robert White | Delete the indicative road linkages to the [Viv Davie-Martin Drive] area from the Warkworth North Structure Plan. | Support to the extent that the indicative road linkage in the vicinity of 12 Viv Davie-Martin Drive is no longer shown on the drawings proposed in the Applicant's primary submission but otherwise oppose. The remaining indicative road connection to Viv Davie-Martin Drive is consistent with the intent of the Council's Structure Plan but in a preferable location taking into account all relevant factors. |
| 3 | 3.4 | Robert White | Rezone the land identified as a Neighbourhood Centre zone to a Local Centre zone | Support. |
| 7 | 7.2 | Patricia Sullivan | Relocate the indicative Western Link Road to the eastern boundary of the property at 27 State Highway 1. | Support in part, oppose in part: the location of the WLR must taken into account a range of factors, including the need to join State Highway 1 in the same location as the Matakana Link Road to enable a safe and efficient intersection and operation of all roads. |
| 8 | 8.1 | Ross Brereton | Replace all proposed connecting roads with cul de sacs that terminate at the boundary to Viv Davie-Martin Drive area | Support to the extent that the indicative road linkage in the vicinity of 12 Viv Davie-Martin Drive is no longer shown on the drawings proposed in the Applicant's primary submission but otherwise oppose. The remaining indicative road connection to Viv Davie-Martin Drive is consistent with the intent of the Council's Structure Plan but in a preferable location taking into account all relevant factors. |
| 8 | 8.4 | Ross Brereton | Support additional plantings with walk/cycleways connecting to the existing A & P showgrounds and Mansel Drive. | Support in principle, as shown on the draft indicative Master Plan attached to this submission, but oppose any amendments to PPC25 on the basis that the outcome (or similar) as shown on the draft indicative Master Plan can be achieved by operation of the existing AUP provisions at the time of subdivision and/or development. |
| 9 | 9.1 | Dr Isobel Topham | Provide a thorough health impact assessment for the PC areas and optimise the plan to promote human health. | Oppose. A health impact assessment is not required for rezoning land in the manner proposed. |
| 9 | 9.2 | Dr Isobel Topham | Complete the ecological assessment including the 'North Block' area | Oppose. The appropriate level of assessment has been undertaken to confirm zoning. Further assessment will be required, if necessary, at the subsequent subdivision and/or development stage. |
| 9 | 9.3 | Dr Isobel Topham | Relocate the town centre to the north, removing vehicle access from the centre. Pedestrian only or pedestrian prioritised design. | Oppose. The location of the Local Centre has been carefully selected taking into account the full range of relevant matters. |

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| 9 | 9.4 | Dr Isobel Topham | Streetscape design to include, at a minimum, a grass berm between the road and footpath, trees along the berm and dedicated cycle areas. | Oppose. Streetscape design will be in accordance with the AUP and AT standards with an emphasis on quality and amenity. Additional specific measures are not required nor justified at rezoning. |
| 9 | 9.5 | Dr Isobel Topham | Incorporate Sustainable Development Goals [2015 United Nations] into the proposal. | Oppose. To the extent relevant, the SDG have already been taken into account in the zoning layout and precinct provisions. |
| 9 | 9.6 | Dr Isobel Topham | Implement measures that move toward public and active transport on the Western Link Road and reduce the number of lanes. | Oppose. The WLR will be designed in accordance with the AUP and AT standards. Additional measures are not required nor justified at rezoning. |
| 10 | 10.3 | Barry Woolsey | Establish a green belt on the applicant's western boundary to the life style blocks of Viv Davie-Martin Drive. | <p>Oppose.</p> <p><i>Note: As a result of consultation between representatives of the Applicant and neighbouring landowners in Viv Davie-Martin Drive, a planting strip is now proposed for approximately 350m of the south western boundary of the Stubbs Farm Estate property. That extent is illustrated on the draft indicative masterplan prepared by Pacific Environments, which is attached.</i></p> <p><i>Mike Farrow of Littoralis Landscape Architecture has advised that a 1.5m wide planting strip will provide adequate scope to create an effective vegetative screen between future homes within the plan change area and adjoining properties accessed from Viv Davie-Martin Drive. The owners of these adjacent properties have indicated that they may double the overall width of that screening belt with a 1.5m strip on their side of the shared boundary. Mr Farrow has observed that this additional vegetation would provide a useful supplement, but is not critical.</i></p> <p><i>The 1.5m width landscape strip will be provided by way of legal instruments. No requirement is required or proposed within the planning provisions</i></p> |
| 10 | 10.4 | Barry Woolsey | Provide adequate off street parking for housing. | Support in principle, but oppose any amendments to PPC25 on the basis that the outcome can be achieved by operation of the existing AUP provisions at the time of subdivision and/or development. |
| 11 | 11.1 | Robert and Maryanne Sikora | Provide new road connections through to Viv Davie-Martin Drive on bare land and not through developed properties | Support to the extent that the indicative road linkage in the vicinity of 12 Viv Davie-Martin Drive is no longer shown on the drawings proposed in the Applicant's primary submission but otherwise oppose. The remaining indicative road connection to Viv Davie-Martin Drive is consistent with the intent of the Council's Structure Plan but in a preferable location taking into account all relevant factors. |

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| 12 | 12.1 | Auckland Council | Amend the provisions of PPC25, including proposed zoning patterns, to reflect the Warkworth Structure Plan. | Support the slight amendments to the zoning pattern shown on the attached plan but otherwise oppose. |
| 12 | 12.2 | Auckland Council | Zone the land between the proposed new Western Link Road and the Light Industry zoned land along Hudson Road down to Falls Road as Light Industry. Refer to Figure 0 of the submission | Oppose. |
| 12 | 12.3 | Auckland Council | None of the following business zones are to be used in PC25 - General Business, Mixed Use or Business Park zones. | Support the exclusion of the Business Park zone but otherwise oppose. Of the zones available under the AUP, General Business and Mixed Use are the most appropriate zones for the areas identified on the attached plan. |
| 12 | 12.4 | Auckland Council | Provide separation between industrial and residential areas by using arterial roads and esplanade reserves. | Oppose. Arterial roads do not provide appropriate or adequate separation between industrial and residential zones (except in limited situations where consistent with existing environment, such as the small section along Hudson Road). As shown on the zoning pattern proposed on the attached plan, esplanade reserves and other natural features such as rivers and streams and areas of open space provide superior separation. |
| 12 | 12.5 | Auckland Council | Reflect the approach for the creation of esplanade reserves and the vesting of land for open spaces contained in the Warkworth Structure Plan. | Oppose. The approach for the creation of esplanade reserves and the vesting of land for open space will reflect the RMA and the AUP. |
| 12 | 12.6 | Auckland Council | Reduce the size of the proposed neighbourhood centre to no more than 1,500m ² Gross Floor Area. | Oppose. |
| 12 | 12.7 | Auckland Council | Incorporate a transitional zoning approach along the PC25 boundary with the Viv Davie-Martin Drive area, providing for larger site sizes in the future as contained in the Warkworth Structure Plan [Single House with a potential increased minimum site size of between 1,500m ² and 2,500m ²] | Oppose. A transition is better achieved by the zoning proposed by the Applicant on the attached plan. |
| 12 | 12.8 | Auckland Council | Include pedestrian connections as shown on the Warkworth Structure Plan or similar routes, with provisions stating that they will be provided by the developer. | Oppose. Pedestrian connections are shown on the draft indicative Master Plan attached to this submission. The outcome (or similar) as shown on the draft indicative Master Plan can be achieved by operation of the existing AUP provisions at the time of subdivision and/or development. |
| 12 | 12.9 | Auckland Council | Amend the route alignment of the Western Link Road to that finally proposed by the Supporting Growth Alliance. | Oppose. |

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| 12 | 12.10 | Auckland Council | Ensure funding for all infrastructure (including the Western Link Road) is finalised and for bulk infrastructure (including arterial and collector roads) and Infrastructure Funding Agreement is completed, before any approval of PC25. | Oppose. Infrastructure funding must be agreed prior to development not prior to zoning. In any event the Applicant is working with both Auckland Transport and Watercare to ensure alignment between delivery and development. |
| 12 | 12.11 | Auckland Council | Incorporate into Precinct Plan 1 an indicative road layout for the 'potential future road connections' including how connections will be made to the Viv-Davie-Martin Drive area. | Support Precinct Plan 1 showing the indicative layout of collector roads through the PC25 area and connections into adjacent land, as has been done. |
| 12 | 12.12 | Auckland Council | Amend PC25 to include a collector road as shown in the Warkworth Structure Plan which includes separated walking and cycling provision. | Oppose. The Western Link Road is the collector road through the PC25 area. A further road, as shown on the draft indicative Master Plan, could be added as an additional collector road if considered desirable to do so. Walking and cycling linkages will be provided, but not necessarily adjacent the collector road |
| 12 | 12.13 | Auckland Council | Provide landscaping screening along the SH1 frontage and the motorway boundary, in the same manner as that proposed in the Warkworth Structure Plan. | Oppose, on the basis that landscaping screening would only be required if the land was zoned Light Industry (which is opposed). |
| 12 | 12.14 | Auckland Council | Add new staging provisions to ensure development does not occur before the infrastructure required to service it is in place | Oppose, on the basis the FULSS confirms the area will be development ready by 2022 with all necessary infrastructure in place. In any event the Applicant is working with both Auckland Transport and Watercare to ensure alignment between delivery and development. |
| 12 | 12.15 | Auckland Council | Incorporate all of the Warkworth Structure Plan Green network over PC25 area and add new provisions to ensure this is provided for. | Support in principle and note that the draft indicative Master Plan incorporates the green network, but oppose any changes to PC25 or the Precinct as the existing AUP provisions are adequate. |
| 12 | 12.16 | Auckland Council | Amend the precinct provisions to cover all of the plan change area and the precinct provisions cover the matters set out in section 3.5.3 of the Warkworth Structure Plan including: fencing standards, interface management , separated cycle facilities, retention of mature trees/shelter belts, housing affordability, erosion and sediment controls, use of roads to increase vegetation cover and the mapping of unidentified wetlands | Oppose. The Auckland-wide, zone, overlay, regional and general rules of the AUP will apply to the PC25 area. In the event of any error or omission in the AUP rules this should be resolved by way of Council plan change. |
| 12 | 12.17 | Auckland Council | Delete objective I1.2(c) and defer to the existing Auckland Unitary Plan policy framework. | Oppose. The precinct provisions have been carefully drafted to replace the AUP policy framework to the limited extent necessary to achieve sustainable management of the area. |

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| 12 | 12.18 | Auckland Council | Amend policy I1.3 Policies (4) as follows. Provide an indicative network of open space areas <u>including riparian margin stream protection areas</u> to protect existing ecological values, provide for areas of public open space, <u>provide for geomorphically effective stream management solutions</u> , as well as walkway and cycleway connectivity. | Support. |
| 12 | 12.19 | Auckland Council | Delete policy I1.3 Policies (5) and defer to the existing Auckland Unitary Plan policy framework. | Oppose. The precinct provisions have been carefully drafted to replace the AUP policy framework to the limited extent necessary to achieve sustainable management of the area. |
| 12 | 12.20 | Auckland Council | Amend policy I1.3 Policies (6) as follows: Enhance streams identified for enhancement <u>to prevent stream bank erosion from new impervious surfaces</u> using techniques such as boulder clusters; spur dikes, vanes and other rock deflectors; rock riffles; cobble or substrate; cobble floodways; root wads or large wooden debris; vegetated floodways; live siltation; erosion control blankets; living walls. <u>and install</u> culverts designed to enable fish passage | Support, but acknowledge that not all existing streams will be enhanced as per the precinct provisions. |
| 12 | 12.21 | Auckland Council | Delete lines A3, A4 and A5 from the I1.4 Activity Table and defer to the existing Auckland Unitary Plan policy framework. | Oppose. The precinct provisions have been carefully drafted to replace the AUP policy framework to the limited extent necessary to achieve sustainable management of the area. |
| 12 | 12.22 | Auckland Council | Delete I6.2 Standards (2) | Oppose. The precinct provisions have been carefully drafted to replace the AUP policy framework to the limited extent necessary to achieve sustainable management of the area. |
| 12 | 12.23 | Auckland Council | Delete I1.6.2 Standard - Streams and replace with a standard to manage building and development within the stream protection areas | Oppose. The precinct provisions have been carefully drafted to replace the AUP policy framework to the limited extent necessary to achieve sustainable management of the area. |
| 12 | 12.24 | Auckland Council | Amend Precinct Plan 1 to show riparian margin protection areas for the intermittent streams as well as the permanent streams. | Oppose. |

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| 12 | 12.25 | Auckland Council | Amend Precinct Plan 1 to show 'Indicative Open Space' only for land Council agrees will become public open space (neighbourhood park, esplanade reserve, SEA conservation reserve, streamside walkways and cycleways), and to show the riparian margins of all permanent and intermittent streams as stream protection areas. | Oppose. With the agreement of the landowner, Open Space is a legitimate zoning for private land. |
| 12 | 12.26 | Auckland Council | Delete Precinct Plan 2 [Stormwater Catchment Management Plan](Drawing Nos. 402;403;404). | Oppose. The precinct provisions have been carefully drafted to replace the AUP policy framework to the limited extent necessary to achieve sustainable management of the area. |
| 12 | 12.27 | Auckland Council | Add a new rule requiring retaining walls to be installed outside of the riparian margin. | Oppose. The Auckland-wide, zone, overlay, regional and general rules of the AUP will apply to the PC25 area. In the event of any error or omission in the AUP rules this should be resolved by way of Council plan change. |
| 12 | 12.28 | Auckland Council | Add a new rule requiring resource consent for structures within the riparian margin, including that they must have a functional or operational need to locate within the riparian margin e.g. a stormwater outfall device adjacent to a road. | Oppose. The Auckland-wide, zone, overlay, regional and general rules of the AUP will apply to the PC25 area. In the event of any error or omission in the AUP rules this should be resolved by way of Council plan change. |
| 12 | 12.29 | Auckland Council | Add a new standard relating to the suitability of the ground for infiltration that clearly refers to unstable ground to prompt future developers to make this assessment. Unstable ground would require rain-gardens to be lined. | Oppose. The Auckland-wide, zone, overlay, regional and general rules of the AUP will apply to the PC25 area. In the event of any error or omission in the AUP rules this should be resolved by way of Council plan change. |
| 12 | 12.30 | Auckland Council | Add a new objective and rule framework that ensures development is outside of the 1%AEP [Annual Exceedance Probability] flood plain including climate change in keeping with the Auckland Unitary Plan expectation that greenfield development avoid flood-related effects and the brownfield risk-based approach is not relied on for new development | Oppose. The Auckland-wide, zone, overlay, regional and general rules of the AUP will apply to the PC25 area. In the event of any error or omission in the AUP rules this should be resolved by way of Council plan change. |
| 12 | 12.31 | Auckland Council | Add a new objective and rule framework that includes a rule that the [Falls Road] bridge is upgraded by the developer prior to the establishment of new impervious surfaces. | Oppose. The Auckland-wide, zone, overlay, regional and general rules of the AUP will apply to the PC25 area. In the event of any error or omission in the AUP rules this should be resolved by way of Council plan change. |
| 12 | 12.32 | Auckland Council | Add a new objective and rule framework that requires a flood sensitivity analysis prior to any development applications that clearly shows the existing development 1%AEP [Annual Exceedance Probability] floodplain versus the maximum probable development scenario in the 1%AEP and specifically considers effects on the existing commercial development east of the river | Oppose. The Auckland-wide, zone, overlay, regional and general rules of the AUP will apply to the PC25 area. In the event of any error or omission in the AUP rules this should be resolved by way of Council plan change. |

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| 12 | 12.36 | Auckland Council | Add new subdivision assessment criteria requiring assessment of the efficiency of stormwater devices that are to be vested including the full life cycle cost and consideration of the amalgamation of rain gardens, or the construction of larger rain gardens. | Oppose. The Auckland-wide, zone, overlay, regional and general rules of the AUP will apply to the PC25 area. In the event of any error or omission in the AUP rules this should be resolved by way of Council plan change. |
| 12 | 12.37 | Auckland Council | Add new assessment criteria requiring specific assessment of roads at grades over 5% to enable rain gardens adjacent to the road corridor. | Oppose. The Auckland-wide, zone, overlay, regional and general rules of the AUP will apply to the PC25 area. In the event of any error or omission in the AUP rules this should be resolved by way of Council plan change. |
| 13 | 13.4 | Middle Hill Ltd as Trustee for Tyne Trust | Confirm the alignment of the Warkworth western collector road and specify an access point to the submitter's land in general accordance with the plan included as Attachment 3 to this submission. | Support as shown on the draft indicative Master Plan attached to this submission and the further refinement to the zoning in response to submissions (as shown on the attached zoning map(. The alignment of the WLR has been moved slightly westward to provide better access to the submitter's land and to remove it from a small triangular portion of Crown owned land. Once the location is confirmed with the submitter, updated figures can be provided by the Applicant. |
| 13 | 13.5 | Middle Hill Ltd as Trustee for Tyne Trust | Include the submitter's land [63 State Highway 1] as part of the first stage of "live zoning" within the plan change area. | Support, as intention is for all land to be live zoned by PPC25 with timing of development linked to provision of infrastructure. |
| 13 | 13.7 | Middle Hill Ltd as Trustee for Tyne Trust | Adoption of a comprehensive infrastructure funding and access agreement is required before development is allowed to occur in the plan change area. | Support. |
| 15 | 15.1 | Warkworth Properties (2010) Limited | Supports PPC25 in so far as the land identified on Annexure A to this submission be altered from a mix of Light Industry and Mixed Housing – Urban to Mixed Housing - Urban. Alternatively that the proposed zoning of the part of the Site subject to the Plan Change be altered from a mix of Light Industry and Mixed Housing – Urban to Mixed Housing - Urban, as shown in Annexure B to this submission. | Support to the extent the submission opposes Light Industry zoning, but otherwise oppose on the basis that Business – Mixed Use is a better zoning for the identified area. |
| 15 | 15.2 | Warkworth Properties (2010) Limited | Supports PPC25 in so as the precinct is amended to include a control which fixes the location of the WLR [Western Link Road] within 100m of its intersections with SH1 to the north-east and Falls Road to the south-west, and which aligns with the indicative location of the WLR identified in Precinct Plan 1. | Support. |
| 15 | 15.3 | Warkworth Properties (2010) Limited | Supports PPC25 in so far as an assessment of the potential flooding risk for the site (north western corner of the Hudson Road SH1 intersection, legally described as Section 4 Survey Office Plan 476652) be undertaken and that to the extent necessary, provisions are incorporated into the plan change to ensure there will be no increase in flooding risk for the site as a result of the proposed rezoning . | Oppose. The Auckland-wide, zone, overlay, regional and general rules of the AUP will apply to the PC25 area. In the event of any error or omission in the AUP rules this should be resolved by way of Council plan change. |

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| 16 | 16.1 | Auckland Transport | <p>Decline PPC25, unless all of the following are addressed:</p> <ul style="list-style-type: none"> •sufficient additional information (including traffic modelling) is provided, as outlined in this submission, to assess transport effects •the plan change is amended to: <ul style="list-style-type: none"> - avoid, remedy or mitigate transport effects - ensure that subdivision and development will be co-ordinated with the delivery of transport infrastructure and services including connections to the wider network - address all matters raised this submission •certainty is provided about how the plan change will ensure that the transport infrastructure and services required to support the rezoning, including the Western Link Road, will be provided. •it is demonstrated that the lesser amount of Business zoned land, when compared with the zoning proposed in the Warkworth Structure Plan, will not have an adverse effect on the ability of the wider Warkworth area to be self-sufficient for employment. | Oppose. |
| 16 | 16.2 | Auckland Transport | Amend the Precinct to include the land south of Falls Road which is proposed to be rezoned Residential - Single House | Oppose. The Auckland-wide, zone, overlay, regional and general rules of the AUP will apply to the land. In the event of any error or omission in the AUP rules this should be resolved by way of Council plan change. |
| 16 | 16.3 | Auckland Transport | Amend the precinct plan provisions to require upgrading of Falls Road to an urban road standard in conjunction with subdivision and development. | Oppose. The Auckland-wide, zone, overlay, regional and general rules of the AUP will apply to the PC25 area. In the event of any error or omission in the AUP rules this should be resolved by way of Council plan change. |
| 16 | 16.4 | Auckland Transport | Amend the Precinct to include the land at 9 and 11 Sanderson Road, and at 76, 78 and 86 Hudson Road which is proposed to be rezoned to Business - Light Industry. | Oppose. The Auckland-wide, zone, overlay, regional and general rules of the AUP will apply to the land. In the event of any error or omission in the AUP rules this should be resolved by way of Council plan change. |
| 16 | 16.5 | Auckland Transport | Amend the precinct to require upgrading of Sanderson Road to an urban road standard in conjunction with subdivision and development. | Oppose. The Auckland-wide, zone, overlay, regional and general rules of the AUP will apply to the PC25 area. In the event of any error or omission in the AUP rules this should be resolved by way of Council plan change. |

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| 16 | 16.6 | Auckland Transport | <p>Add the following new precinct objectives :</p> <p><u>1. A safe and integrated transport system is established within the precinct including strategic road connections, a choice of travel modes, and measures which facilitate walking, cycling and use of public transport.</u></p> <p><u>2. Subdivision and development is co-ordinated with the delivery of the transport infrastructure and services required to provide for development within the precinct and connect it to the wider transport network.</u></p> <p><u>3 Subdivision and development within the precinct occurs in a manner which avoids, remedies or mitigates adverse effects on the safe and efficient operation of transport infrastructure and services.</u></p> <p><u>4. Subdivision and development recognises, protects and supports strategic transport connections through the precinct which support growth in the wider Warkworth area.</u></p> | Support. |
| 16 | 16.7 | Auckland Transport | <p>Add the following new precinct policies:</p> <p><u>1. Require subdivision and development to be staged to align with the provision of transport infrastructure and services identified in the precinct plan.</u></p> <p><u>2. Require subdivision and development to provide transport connections within and beyond the precinct</u></p> <p><u>3. Restrict direct vehicle access onto the Western Link Road and across any cycling facility (including any shared use path) to support the safe and efficient operation of the transport network for walking, cycling and public transport.</u></p> <p><u>4 Recognise and protect the route for the proposed Western Link Road within the precinct as a future strategic transport route connecting with State Highway 1 to the north and with the Mansell Drive /Falls Road intersection to the south.</u></p> <p><u>5. Require the Western Link Road to be constructed to an interim standard to service subdivision and development within the precinct with provision made for upgrading to provide a strategic transport connection.'</u></p> | Support the inclusion of Policies 1, 3 – 5 but oppose the reference in Policy 2 to “and beyond”. |
| 16 | 16.8 | Auckland Transport | Delete Precinct Objective 11.2(1){a) and Policy 11 . 3(3). | Support. |

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| 16 | 16.9 | Auckland Transport | Amend precinct Table I0.4.1 Activity Table line (A1) to use more precise wording in (A1) to clarify what is meant by 'subdivision or development adjacent to the Western Link Road' and specify a non-complying activity status for proposals that do not meet rules requiring subdivision and development to provide the 'future road connections'. | Support. The Applicant will continue to work with the submitter to prepare acceptable wording. |
| 16 | 16.10 | Auckland Transport | Amend precinct Table I0.4.1 Activity Table, line (A2) to use more precise wording to clarify what is meant by: 'subdivision of land including, or adjacent to 'future road connections' ' and specify a non-complying activity status for proposals that do not meet rules requiring subdivision and development to provide the 'future road connections'. | Support. The Applicant will continue to work with the submitter to prepare acceptable wording. |
| 16 | 16.11 | Auckland Transport | Amend or replace the activity descriptions for lines (A6) and (A7) in Table I0.4.1 Activity table with wording that is clear and precise so that plan users can easily determine the activity status of subdivision or development within the Neighbourhood Centre zone. | Support. The Applicant will continue to work with the submitter to prepare acceptable wording. |
| 16 | 16.12 | Auckland Transport | Delete Rule I1.5 Notification (2)(a) which requires infringements of Standard 11. 6. 1 Western Link Road to be considered without public or limited notification or the need to obtain written approval from affected parties. | Support to the extent that Auckland Transport would be considered an affected person, but otherwise oppose. |
| 16 | 16.13 | Auckland Transport | Delete the purpose statement at I1.6.1 Standards - Western Link Road and replace it with the following: ' <u>To provide for the transport needs of the precinct while allowing for the indicative Western Link Road to be upgraded to form part of a network serving the wider Warkworth area.</u> ' | Support. |
| 16 | 16.14 | Auckland Transport | Amend the rule (11.6.1 Standards - Western Link Road) to require the developer, as part of consent for subdivision or development, to construct the road to an interim standard as a collector road, with appropriate design and additional land set aside to enable future upgrading to an arterial standard and apply a non-complying status to subdivision and development which does not meet the proposed new standard which sets construction and vesting requirements for the Western Link Road. | Support, on basis that financial contribution and compensation will address additional land and costs associated with arterial design. |

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| 16 | 16.15 | Auckland Transport | <p>Amend rule I1.6.3 to read:</p> <p>'11.6.3. Standards for <u>pedestrian connections to the</u> Neighbourhood Centre 'Purpose:</p> <ul style="list-style-type: none"> •To achieve a versatile, accessible and high-quality <u>pedestrian connection to the</u> Neighbourhood Centre that provides positively for the needs to of the local community. <p>(1) A pedestrian connection shall be provided <u>between the Neighbourhood Centre and Hudson Road</u> to the eastern side of the Mahurangi river tributary as indicated on the Precinct Plan 1.</p> <p>(2) Pedestrian connections shall be provided to the adjoining indicative open space areas.'</p> <p>Apply a non-complying status to subdivision and development which does not meet the standard for pedestrian connections to the Neighbourhood Centre.</p> | Support, except the reference to Neighbourhood Centre should be to Local Centre as per Applicant's primary submission. |
| 16 | 16.16 | Auckland Transport | Amend the precinct plan to include rules for subdivision and development which restrict vehicle crossings from directly accessing the Western Link Road and apply a non-complying status to subdivision or development which proposes direct vehicle access to the Western Link Road. | Support in principle but note that as a Limited Access Road no rules are required in the precinct. |
| 16 | 16.17 | Auckland Transport | Amend the plan change to include rules which prevent vehicle crossings and roads (other than the Western Link Road) from directly accessing State Highway 1 at the northern end of the plan change area. | Support in principle but note that as a Limited Access Road no rules are required in the precinct. |
| 16 | 16.18 | Auckland Transport | Amend the precinct plan to identify indicative locations for collector roads and to add provisions, including rules, to require the construction of collector roads with appropriate cycle facilities and vehicle access controls as part of subdivision and development. | Support. |
| 16 | 16.19 | Auckland Transport | Amend the precinct plan to address options for locating the proposed interim northern bus station / park and ride within the northern part of the plan change area. | Support in principle if there are advanced plans for an interim bus station / park and ride within the plan change area. |
| 16 | 16.20 | Auckland Transport | Amend the precinct plan to add provisions, including rules, which discourage or restrict creation of cul-de-sacs. | Oppose. The Auckland-wide, zone, overlay, regional and general rules of the AUP will apply to the PC25 area. In the event of any error or omission in the AUP rules this should be resolved by way of Council plan change. |

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| 16 | 16.21 | Auckland Transport | Amend I1.8 Assessment - restricted discretionary activities to provide for more robust and comprehensive assessment of subdivision and development proposals against transport outcomes. | Oppose. The Auckland-wide, zone, overlay, regional and general rules of the AUP will apply to the PC25 area. In the event of any error or omission in the AUP rules this should be resolved by way of Council plan change. |
| 16 | 16.22 | Auckland Transport | Amend Precinct Plan 2 to clarify the stormwater management information as it relates to roads, particularly those roads which are not identified elsewhere in the plan change. Remove any detail which is not required or which may be misleading. | Support removal of any detail that is not required, misleading or repeats content of AUP provisions but otherwise oppose. |
| 16 | 16.23 | Auckland Transport | Amend Precinct Plan 3 by deleting the tree pit example, the stormwater device information, and the indicative cross-section of the proposed local roads. | Support removal of any detail that is not required, misleading or repeats content of AUP provisions but otherwise oppose. |
| 16 | 16.24 | Auckland Transport | Amend Precinct Plan 3 by deleting the indicative cross section of the proposed Western Link Road and replacing it with text in the precinct plan rules identifying the likely width of the road and the components it needs to contain. | Oppose. |
| 16 | 16.25 | Auckland Transport | Amend the precinct plan to require the upgrading of the Mansell Drive / Falls Road intersection, including signalisation (or other appropriate intersection control), as part of subdivision and development. | Oppose. The Auckland-wide, zone, overlay, regional and general rules of the AUP will apply to the PC25 area. In the event of any error or omission in the AUP rules this should be resolved by way of Council plan change. |
| 16 | 16.26 | Auckland Transport | Amend the precinct plan to include provisions to ensure that subdivision and development is integrated with the delivery of the transport infrastructure and services. Provisions may include triggers or staging, or clear assessment and consenting processes, aligned to related objectives and policies. | Oppose, on the basis the FULSS confirms the area will be development ready by 2022 with all necessary infrastructure in place. In any event the Applicant is working with both Auckland Transport and Watercare to ensure alignment between delivery and development. |
| 16 | 16.27 | Auckland Transport | Amend assessment criteria and special information requirements to ensure that the impact of heavy construction vehicles on roads is properly assessed and considered. | Oppose. The Auckland-wide, zone, overlay, regional and general rules of the AUP will apply to the PC25 area. In the event of any error or omission in the AUP rules this should be resolved by way of Council plan change. |
| 19 | 19.1 | Summerset Villages (Warkworth) Limited | Confirm the location of Residential – Single House and Residential – Mixed Housing Suburban zones as identified on Attachment 1 to this submission and as identified in the PPC 25 maps | Oppose on the basis that an alternative zoning pattern was put forward in the Applicant's primary submission which is preferred to that shown on the PPC25 maps as notified, and has been further refined in response to submissions and is now shown on the attached zoning map. |
| 20 | 20.1 | Atlas Concrete Limited | Decline the PPC25 or replace the proposed PPC25 zoning pattern to align with the proposed land patterns shown in the Council's adopted Warkworth Structure Plan, particularly as it relates to land proximate to the Atlas landholding at 24 and 26 Hudson Road. | Oppose on the basis that the alternative zoning pattern put forward in the Applicant's primary submission addresses the reverse sensitivity issues otherwise arising for the submitter in a more appropriate manner than the Council's Structure Plan, and has been further refined in response to submissions and is now shown on the attached zoning map.. |

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| 21 | 21.1 | David Oliver | Convert the indicative roads marked [precinct plan 1] to enter the Viv Davie-Martin Drive area to cul de sacs on the applicant's land and remove references to future roads. | Support to the extent that the indicative road linkage in the vicinity of 12 Viv Davie-Martin Drive is no longer shown on the drawings proposed in the Applicant's primary submission but otherwise oppose. The remaining indicative road connection to Viv Davie-Martin Drive is consistent with the intent of the Council's Structure Plan but in a preferable location taking into account all relevant factors. |
| 22 | 22.2 | NZ Transport Agency | Amend the precinct plan to identify the Vehicle Access Restriction along State Highway 1 as shown in Figure 1 to this submission. | Support. |
| 22 | 22.3 | NZ Transport Agency | Amend the precinct provisions to consistently reference the new road alignment as the 'Western Link Road'. | Support. |
| 22 | 22.4 | NZ Transport Agency | Amend the precinct plans to indicate some flexibility as to the approximate location of the connections of the proposed Western Link Road to Great North Road/SH1 and Falls Road through the use of new notations (such as circles at intersections). | Support. |
| 22 | 22.6 | NZ Transport Agency | Amend Objective I1.2(1) as follows: a. providing key road connections securing <u>the Western Link Road an east-west link to connect with the Mansell Drive extension and Great North Road/SH1.</u> | Support, with additional change of correcting spelling of Mansel Drive. |
| 22 | 22.8 | NZ Transport Agency | Amend Objective I1.2 (3) as follows: Provide an indicative route for the Western Link Road to secure this option should it be required. | Support. |
| 22 | 22.9 | NZ Transport Agency | Amend activity table I1.4 (line A1) as follows: Subdivision or development in the Warkworth North Precinct in accordance with Standard I1.6.1 adjacent to the indicative Western Link Road, unless an alternative road alignment has been approved by resource consent and is constructed, or being constructed. | As per the further submission in relation to 16.9 above, support the request to clarify the wording used to describe Activity (A1). |
| 22 | 22.10 | NZ Transport Agency | Add a new non-complying activity within Warkworth North Precinct and Sub Precinct A to Activity Table I4.1 as follows: <u>(A1A) Subdivision or development in the Warkworth North Precinct not meeting Standard I1.6.1</u> | Support. |

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| 22 | 22.11 | NZ Transport Agency | Amend Activity Table I4.1 (Line A2) as follows: (A2) Subdivision or development of land <u>with access including, or adjacent to 'future road connections' indicated on the Warkworth North Precinct Plan Precinct plan 2 – Warkworth North Stormwater Catchment Management Plans.</u> | As per the further submission in relation to 16.10 above, support the request to clarify the wording used to describe Activity (A2). |
| 22 | 22.12 | NZ Transport Agency | Amend Rule I1.5 Notification as follows: (a) Standard I1.6.1 Western Link Road | Support to the extent that Auckland Transport would be considered an affected person, but otherwise oppose. |
| 22 | 22.13 | NZ Transport Agency | Delete I1.5(1) Notification | Oppose. |
| 22 | 22.14 | NZ Transport Agency | Amend standard I1.6.1 Standard - Western Link Road as follows: Purpose: • To provide road connectivity <u>by providing for the Western Link Road within the Warkworth North Precinct. That will assist in securing an East West link for Warkworth.</u> | Support. |
| 22 | 22.15 | NZ Transport Agency | Amend I1.8.1(1) Matters of discretion as follows: (1) Transport Reading infrastructure: (a) Safe, efficient Practical and effective connectivity to adjacent land; and (b) Appropriateness of design construction standard to fulfil the transport <u>network purpose function of the road; and.</u> (c) <u>Provision for active transport modes.</u> | Support. |
| 22 | 22.16 | NZ Transport Agency | Amend I1.8.2(1) Assessment criteria as follows: (1) assessment criteria for transport Reading infrastructure; (a) A transport road network shall be developed that responds to the transportation needs of Warkworth North and the wider area now and into the future which may includes the <u>Western Link Road, preferred Western Link collector route.</u> (a b) The extent to which transport reading connections are provided in accordance with <u>Precinct plan 2 – Warkworth North Stormwater Catchment Management Plans</u> and to adjacent land areas as indicated on Precinct plan 1 – Warkworth North Precinct. (c) <u>the provision of connected active transport modes.</u> | Support. |
| 24 | 24.4 | Warkworth Area Liaison Group | Development of the PPC area should not proceed until the Western Link Road is completed, preferably as a 4-lane road. | Oppose. |

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| 26 | 26.1 | Aaron Rodgers | <p>Accept PPC25 with amendments.</p> <p>Three options are proposed.</p> <p>Option 1: Rezone land in the top western corner of the plan change area identified as Residential - Mixed Housing Suburban zone to Residential - Single House Zone (as shown on the maps attached to this submission) and require a minimum lot size of 1,500m².</p> <p>Option 2, limit the number of houses and properties permitted in the northern side of the valley to 40 and provide more green spaces and small pockets of higher density area.</p> <p>Option 3 if the northern side of the valley is zoned Residential- Mixed Housing Suburban, the same zoning should apply to the southern side of the valley.</p> | Oppose. |
| 29 | 29.2 | Manuhiri Kaitiaki Charitable Trust | <p>Incorporate principles of minimal land disturbance, the protection and enhancement of native vegetation, streams and habitat areas, into the plan change, resulting in a net increase in biodiversity and water health outcomes.</p> | Oppose. |
| 30 | 30.1 | Diana Mei | <p>Accept PPC25 with amendments. Three options are proposed:</p> <p>Option 1: Rezone land in the top western corner of the plan change area identified as Residential - Mixed Housing Suburban zone to Residential - Single House Zone (as shown on the maps attached to this submission) and require a minimum lot size of 1,500m².</p> <p>Option 2, limit the number of houses and properties permitted in the northern side of the valley to 40 and provide more green spaces and small pockets of higher density area.</p> <p>Option 3 if the northern side of the valley is zoned Residential- Mixed Housing Suburban, the same zoning should apply to the southern side of the valley.</p> | Oppose. |
| 31 | 31.1 | Watercare Services Limited | <p>Wastewater disposal from the plan change area must be connected to the public wastewater disposal and collection system (North East wastewater Scheme)</p> | Support. |
| 31 | 31.2 | Watercare Services Limited | <p>The applicant will at its cost, design and construct: i. any wastewater infrastructure required to enable the connection of Stage 1 of the proposal to the public wastewater disposal and collection system. ii.any local network water supply infrastructure to service the plan change area, in general accordance with Watercare's Warkworth Water Supply Blueprint.</p> | Support. |

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| 31 | 31.3 | Watercare Services Limited | Approval from Watercare must be obtained by the applicant for the connection point to the local network to service Stage 1 of the proposal. | Support. |
| 32 | 32.1 | Terri Walkington | <p>Accept PPC25 with amendments.</p> <p>Three options are proposed.</p> <p>Option 1: Rezone land in the top western corner of the plan change area identified as Residential - Mixed Housing Suburban zone to Residential - Single House Zone (as shown on the maps attached to this submission) and require a minimum lot size of 1,500m2.</p> <p>Option 2, limit the number of houses and properties permitted in the northern side of the valley to 40 and provide more green spaces and small pockets of higher density area.</p> <p>Option 3 if the northern side of the valley is zoned Residential- Mixed Housing Suburban, the same zoning should apply to the southern side of the valley.</p> | <p>Oppose Options 1 and 2 as the preferred zoning pattern within the plan change area is as shown on the zoning plan attached to this further submission.</p> <p>Support in principle Option 3 on the basis it represents an appropriate and efficient use of the urban land resource but note it is beyond the scope of this plan change request to rezone a wider area than sought.</p> |
| 33 | 33.1 | Lily Anne Rodgers | <p>Accept PPC25 with amendments.</p> <p>Three options are proposed.</p> <p>Option 1: Rezone land in the top western corner of the plan change area identified as Residential - Mixed Housing Suburban zone to Residential - Single House Zone (as shown on the maps attached to this submission) and require a minimum lot size of 1,500m2.</p> <p>Option 2, limit the number of houses and properties permitted in the northern side of the valley to 40 and provide more green spaces and small pockets of higher density area.</p> <p>Option 3 if the northern side of the valley is zoned Residential- Mixed Housing Suburban, the same zoning should apply to the southern side of the valley.</p> | <p>Oppose Options 1 and 2 as the preferred zoning pattern within the plan change area is as shown on the zoning plan attached to this further submission.</p> <p>Support in principle Option 3 on the basis it represents an appropriate and efficient use of the urban land resource but note it is beyond the scope of this plan change request to rezone a wider area than sought.</p> |

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| 34 | 34.1 | Macy Anne Rodgers | <p>Accept PPC25 with amendments.</p> <p>Three options are proposed.</p> <p>Option 1: Rezone land in the top western corner of the plan change area identified as Residential - Mixed Housing Suburban zone to Residential - Single House Zone (as shown on the maps attached to this submission) and require a minimum lot size of 1,500m2.</p> <p>Option 2, limit the number of houses and properties permitted in the northern side of the valley to 40 and provide more green spaces and small pockets of higher density area.</p> <p>Option 3 if the northern side of the valley is zoned Residential- Mixed Housing Suburban, the same zoning should apply to the southern side of the valley.</p> | <p>Oppose Options 1 and 2 as the preferred zoning pattern within the plan change area is as shown on the zoning plan attached to this further submission.</p> <p>Support in principle Option 3 on the basis it represents an appropriate and efficient use of the urban land resource but note it is beyond the scope of this plan change request to rezone a wider area than sought.</p> |
| 35 | 35.1 | Ngahine Rodgers | <p>Accept PPC25 with amendments.</p> <p>Three options are proposed.</p> <p>Option 1: Rezone land in the top western corner of the plan change area identified as Residential - Mixed Housing Suburban zone to Residential - Single House Zone (as shown on the maps attached to this submission) and require a minimum lot size of 1,500m2.</p> <p>Option 2, limit the number of houses and properties permitted in the northern side of the valley to 40 and provide more green spaces and small pockets of higher density area.</p> <p>Option 3 if the northern side of the valley is zoned Residential- Mixed Housing Suburban, the same zoning should apply to the southern side of the valley.</p> | <p>Oppose Options 1 and 2 as the preferred zoning pattern within the plan change area is as shown on the zoning plan attached to this further submission.</p> <p>Support in principle Option 3 on the basis it represents an appropriate and efficient use of the urban land resource but note it is beyond the scope of this plan change request to rezone a wider area than sought.</p> |

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| 36 | 36.1 | Steven Liang | <p>Accept PPC25 with amendments.</p> <p>Three options are proposed.</p> <p>Option 1: Rezone land in the top western corner of the plan change area identified as Residential - Mixed Housing Suburban zone to Residential - Single House Zone (as shown on the maps attached to this submission) and require a minimum lot size of 1,500m2.</p> <p>Option 2, limit the number of houses and properties permitted in the northern side of the valley to 40 and provide more green spaces and small pockets of higher density area.</p> <p>Option 3 if the northern side of the valley is zoned Residential- Mixed Housing Suburban, the same zoning should apply to the southern side of the valley.</p> | <p>Oppose Options 1 and 2 as the preferred zoning pattern within the plan change area is as shown on the zoning plan attached to this further submission.</p> <p>Support in principle Option 3 on the basis it represents an appropriate and efficient use of the urban land resource but note it is beyond the scope of this plan change request to rezone a wider area than sought.</p> |