

Auckland Unitary Plan Operative in part

Private Plan Change 25

Warkworth North

Operative 8 December 2023

Enclosed:

- Public Notice
- Seal page
- Operative version

Public Notice

Auckland Unitary Plan - Plan Change to become operative

Resource Management Act 1991 (the Act)
Plan Change 25 (Private): Warkworth North

At its meeting on 5 October 2023 the council resolved to approve the above plan change to the Auckland Unitary Plan following the completion of the statutory processes.

The operative date is Friday, 8 December 2023.

The updated district plan and background information may be viewed at the following www.aucklandcouncil.govt.nz/planchanges.

Dated 01/12/23

Find out more: phone 09 301 0101
or visit aucklandcouncil.govt.nz

Seal Page

**Auckland Unitary Plan
Plan Change 25 (Private): Warkworth North**

THE COMMON SEAL of the AUCKLAND COUNCIL was hereby affixed under the
authority of council :



~~Mayor / Deputy Mayor / Chief Executive / Chief Officer~~

MEGAN TYLER
ACTING CHIEF EXECUTIVE

~~Deputy Mayor / Chief Executive / Chief Officer / General Counsel~~

This plan change became fully operative on 8 December 2023

Operative version

I553. Warkworth North Precinct

I553.1. Precinct Description

The zoning of land within the Warkworth North Precinct and Stubbs Farm Development Area - Sub precinct is Residential - Mixed Housing Suburban, Residential - Mixed Housing Urban, Business - Mixed Use, Business - Local Centre and Open Space - Informal Recreation zone.

The Warkworth North Precinct extends north and west of Falls Road to the motorway designation and Great North Road (SH1), west to Viv Davie-Martin Drive properties; and east to the Mahurangi River tributary that adjoins the existing Hudson Road Industrial area, and the Business - General Business zoned land further to the east. The Precinct covers approximately 75 hectares of land.

Sub-precinct A over the Stubbs Farm Development Area secures the outcomes for watercourses, including mitigation related to the construction of the Western Link Road and guides development of the Business - Local Centre. The Sub-precinct covers approximately 43 hectares.

Precinct Plan 2 sets out the multi-modal transportation connections and open space network required for the Warkworth North Precinct to achieve connection, recreation and a pedestrian and cycling network along the riparian areas within the precinct and to the wider Warkworth area. Key elements of the transport network that are required by Precinct Plan 2 include the Western Link Road (WLR), collector roads, future road connections, walking and cycling shared path, and the indicative public transport interchange.

A Western Link Road will provide an arterial route through the precinct connecting to Great North Road (SH1) / Matakana Link Road in the north and Mansel Drive/ Falls Road in the south. Construction of the Western Link Road will be integrated with subdivision and development within the Warkworth North Precinct. The Western Link Road may be constructed as a collector road as an interim measure provided adequate provision is made for a future upgrade to an arterial standard by Auckland Transport.

All relevant overlay, Auckland-wide and zone provisions apply in this precinct unless otherwise specified below.

I553.2. Objectives [rp/dp]

- (1) To achieve high quality urban design outcomes through:
 - (a) providing key road connections securing the Western Link Road to connect at Great North Road (SH1) / Matakana Link Road and Mansel Drive/ Falls Road;
 - (b) minimising loss of, or reduction in ecological values, and enhancing retained ecological values to achieve no net loss of biodiversity and where practical achieve a net gain;
 - (c) retaining and enhancing areas of open space that also assist in providing opportunities for recreation; as well as pedestrian and cycleway connectivity;

- (d) providing a well-connected Local Centre to provide frequent retail and service needs for the-community;
 - (e) providing a balance of employment land and places for people to live with a choice of living types and environments;
 - (f) managing the visual amenity along the shared boundary with the existing Viv Davie-Martin Drive properties.
- (2) A safe and integrated transport system is established within the precinct including strategic road connections, a choice of travel modes, and measures which promote walking, cycling and use of public transport.
- (3) Subdivision and development:
- (a) recognises, protects and supports strategic transport connections through the precinct which support growth in the wider Warkworth area;
 - (b) is co-ordinated with the delivery of the transport and wastewater infrastructure and services required to provide for development within the precinct and connect it to the wider transport and wastewater networks; and
 - (c) occurs within the precinct in a manner which avoids, remedies or mitigates adverse effects on the safe and efficient operation of infrastructure and services.

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

I553.3. Policies [rp/dp]

- (1) Locate the Local Centre in close proximity to walking, cycle; public transport connections; and open space areas to ensure a high quality urban design outcome.
- (2) Identify and protect a route for the Western Link Road within the Precinct as a future strategic arterial transport route connecting with Great North Road (SH1) / Matakana Link Road to the north and with Mansel Drive / Falls Road to the south, and provide the indicative collector roads.
- (3) Provide an indicative network of open space areas including riparian margin stream protection and wetland areas to:
 - (a) protect and enhance existing ecological values;
 - (b) provide for areas of public open space,
 - (c) provide for geomorphically effective stream management solutions; and
 - (d) optimise walkway and cycleway connectivity.

- (4) Enhance streams and wetlands and prevent stream bank erosion from new impervious surfaces using techniques such as riparian planting; 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 and install culverts designed to enable fish passage.
- (5) Provide adequate design detail at resource consent stage for the Local Centre demonstrating how the design will:
 - (a) connect to adjoining open space and riparian areas as well as the road network; and
 - (b) provide for accessible and versatile spaces; as well as demonstrating that the design is in accordance with best practise including CPTED principles.
- (6) Require subdivision and development to align with the provision of wastewater infrastructure; and the transport infrastructure and services identified on Precinct Plan 2 to enable transport connections within the Precinct and to adjacent land.
- (7) Ensure that the Western Link Road is delivered simultaneously with the development of adjacent land.
- (8) Require the Western Link Road to be constructed to at least a collector standard in the interim to service subdivision and development within the Precinct with provision made for its future upgrading by Auckland Transport to provide a strategic transport connection.
- (9) 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.
- (10) Demonstrate how the design of the Western Link Road will:
 - (a) Achieve a publicly accessible movement corridor as a unifying element of development within the Precinct;
 - (b) Facilitate safe and legible pedestrian and cycling movements between residential zones and the Local Centre; and
 - (c) Provide a vegetated median of sufficient width to incorporate street trees.
- (11) Ensure that new buildings located in proximity to the shared boundary with the existing Viv Davie-Martin Drive dwellings are sufficiently set back to protect visual amenity.

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

I553.4. Activity table [rp/dp]

All relevant overlay, Auckland-wide and zone activity tables apply unless otherwise specified below.

PC 78 (see [Modifications](#))

[new text to be inserted]

Table I553.4.1 Activity table

Activity		Activity status	
		Warkworth North Precinct	Sub- precinct A
Subdivision and development [dp]			
(A1)	Subdivision or development in the Warkworth North Precinct in accordance with standards I553.6.1, I553.6.3, I553.6.4, I553.6.5, I553.6.6, and I553.6.6A.	RD	RD
(A2)	Subdivision or development of land in accordance with the Warkworth North Precinct Plan - Precinct Plan 2 - Multi Modal Transportation Connections and Open Space Network	RD	RD
(A3)	Subdivision or development in the Warkworth North Precinct not meeting standards I553.6.2, I553.6.3, or I553.6.4.	DA	DA
(A4)	Subdivision or development in the Warkworth North Precinct not meeting standards I553.6.1, I553.6.5, I553.6.6, or I553.6.6A.	NC	NC
(A5)	Subdivision or development in the Warkworth North Precinct not in accordance with the Warkworth North Precinct Plan - Precinct Plan 2 - Multi Modal Transportation Connections and Open Space Network.	DA	DA
Streams and wetlands [rp]			
(A6)	Stream works including culverting of permanent and intermittent streams to construct the WLR within Sub-precinct A only that do not meet the permitted activities and permitted standards under chapter E3.	RD	RD

I553.5. Notification

(1) Any application for resource consent that infringes the following standard(s) will be considered without public notification; and limited notification shall not apply to any person other than Auckland Transport, the New Zealand Transport Agency and the owners of land crossed by the Western Link Road; and there is no need to obtain the written approval from any other affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991:

- (a) Standard I553.6.1 Western Link Road;

- (b) Standard I553.6.4 Vehicle access to Western link Road and roads with separated cycleways or shared paths;
 - (c) Standard I553.6.5 Staging.
- (2) Any application for resource consent that infringes the following standard(s) will be considered without public or limited notification to any person other than Watercare or the need to obtain the written approval from any other affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991:
- (a) Standard I553.6.6 Standards for wastewater.
- (3) Any application for resource consent that infringes the following standard(s) will be considered without public or limited notification or the need to obtain the written approval from any other affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991:
- (a) Standard I553.6.2 Streams and wetlands;
 - (b) Standard I553.6.3 - Pedestrian connections to the Local Centre.
- (4) Any application for resource consent for an activity listed in Activity Table I553.4.1 and which is not listed in I553.5(1); I553.5(2); I553.5(3) or I553.5(4) above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (5) 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).

I553.6. Standards

PC 78 ([see Modifications](#))

[new text to be inserted]

- (1) Unless specified below, all relevant overlay, Auckland-wide and zone standards apply to all activities listed in Activity Table I553.4.1 above.
- (2) The following Auckland-wide rule does not apply to activity (A6), listed in Activity Table I553.4.1 above:
 - (a) E3 (A33) Culverts or fords more than 30m in length when measured parallel to the direction of water flow.
- (3) Activities listed in Activity Table I553.4.1 must comply with all Standards as relevant below, including all yard standards.

I553.6.1. Standard – Western Link Road

Purpose:

- To provide for the transport needs of the precinct while enabling delivery of the Western Link Road shown on Precinct Plan 2 as a strategic transport connection in the network serving the wider Warkworth area.
- (1) Subdivision or built form development of land adjacent to the Western Link Road shall include the simultaneously construction of the adjacent portion of this Road to Collector Road standard with:
 - (a) a connection to Falls Road/ Mansel Drive or Great North Road (SH1); and
 - (b) a location and completed earthwork level at the legal boundaries of all adjacent properties that enables the delivery of the entire road connection, over time, at the grade and cross-section for both Collector Road, and Arterial Road standards;
 - (c) appropriate design and sufficient setbacks to enable future upgrading to an Arterial Road standard that provides:
 - (i) 4 lanes of traffic;
 - (ii) Separated cycle ways
 - (iii) Footpaths, road berms and median of sufficient width to accommodate landscaping including street trees.
 - (2) Subdivision or built form development of land adjacent the connection of the Western Link Road to Great North Road (SH1) shall ensure the connection is designed to ensure a safe and efficient connection at the Matakana Link Road intersection.
 - (3) Subdivision or built form development of land adjacent the connection of the Western Link Road to Falls Road shall ensure the connection is designed to ensure a safe and efficient intersection with Mansel Drive and an extension of the shared path along Falls Road.

Note: The landowners will fund the construction of the Collector Road and vest the land required for the Collector Road in Auckland Council. Compensation will be payable for the land required for the future upgrading to an arterial road standard (unless otherwise agreed between all parties).

I553.6.2. Standard - Stream Works within Sub-Precinct A for the Western Link Road

Purpose:

- To ensure stream works for the construction of the WLR within Sub-precinct A are provided for.
- To achieve the stream and wetland enhancement works that are necessary to support the required stream works for the construction of the WLR within Sub-precinct A.

- (1) The extent of stream works to achieve the construction of WLR shall be limited to the culverting works necessary to construct the WLR as shown on Precinct Plan 1.
- (2) The stream enhancement onsite mitigation necessary to support the extent of stream works to construct the WLR shall be undertaken with reference to the requirements and direction of Chapter E3 including being undertaken in accordance with the best practice guidelines including Appendix 16 of the Unitary Plan; TP148 - Auckland Council Riparian Zone Management; Guidance for Water Sensitive Design (GD04) - 8.1 Riparian Buffers and Planting and Auckland Council's Strategy for Urban Ngahere (Forest).
- (3) There shall be no net loss in biodiversity and, where practical, a net gain shall be achieved across the sub Precinct. The offsetting proposal is to be prepared in accordance with Policy E3.3(4).

I553.6.3. Standards for Pedestrian Connections

Purpose:

- To achieve accessible and high-quality pedestrian connection to the Local Centre that provides positively for the needs to the local community.
- (1) Pedestrian connections shall be provided to the adjoining indicative open space areas at the time the Local Centre is developed; including, if achievable a link to Hudson Road.
 - (2) At the time of adjacent land development pedestrian connections generally as detailed in Precinct Plan 2 shall be provided.

I553.6.4. Standards for vehicle access to Western Link Road and roads with separated cycleways or shared paths

Purpose:

- To ensure the safety of cyclists and pedestrians and facilitate public transport.
- (1) Sites that front onto the Western Link Road or roads with separated cycleways or 3m shared path (pedestrian/ cycle) must not have direct vehicle access to the road and must be provided with access from rear lanes (access lots) or side roads at the time of subdivision.

I553.6.5. Standards for staging

Purpose:

- To ensure staging of subdivision and development is integrated with the delivery of transport infrastructure and services.
 - To ensure that the traffic effects from the development of the precinct are identified and mitigated as staged urbanization of the land occurs.
- (1) Any subdivision or built form development within Warkworth North Precinct must be supported by a Traffic Impact Assessment that addresses the Precinct Provisions and determines whether any staging is required. For clarity E27.6.1.(2)(b) does not apply to the precinct.

- (2) Built form development within the precinct must not be occupied until such time that the identified infrastructure upgrades in Table I553.6.5.1 are constructed:

Table I553.6.5.1 Threshold for Development – Transport

Trigger	Infrastructure work required
any built form development within Sub-precinct A	Provision of signals at Falls Road I Mansel Drive intersection with upgrade to connect new collector road (Western Link Road) with (as a Minimum) two approach lanes and one departure lane on Western Link Road.
any built form development in Area B identified on Precinct Plan 2	Provision of right turn bays on Falls Road and Hudson Road within the Falls Road/Hudson Road intersection.
built form development in Area C identified on Precinct Plan 2 up to 230 dwellings or dwelling equivalents	Provision of signals at Falls Road / Mansel Drive intersection with upgrade to connect new collector road (Western Link Road) with (as a minimum) two approach lanes and one departure lane on Western Link Road. Or Upgrade to Great North Road (SH1) / Matakana Link Road intersection to connect new collector road (Western Link Road).
built form development in Area C identified on Precinct Plan 2 between 230 and 289 dwellings or dwelling equivalents	Provision of signals at Falls Road / Mansel Drive intersection with upgrade to connect new collector road (Western Link Road) with: <ul style="list-style-type: none"> • three approach lanes and two departure lanes on Western Link Road; and • three approach lanes on Mansel Drive. Or Upgrade to Great North Road (SH1) / Matakana Link Road intersection to connect new collector road (Western Link Road).
Built form development in Area D identified on Precinct Plan 2 where the peak period traffic generation associated with Area D does not exceed either of the following: <ul style="list-style-type: none"> • 90 vehicles per hour entering the Warkworth North Precinct • 90 vehicles per hour exiting the Warkworth North Precinct For the purpose of this standard, peak period means 6am to 9am and 3pm to 6pm on weekdays.	Provision of signals at Falls Road / Mansel Drive intersection with upgrade to connect new collector road (Western Link Road) with: <ul style="list-style-type: none"> • three approach lanes and two departure lanes on Western Link Road; and • three approach lanes on Mansel Drive Or Upgrade to Great North Road (SH1) / Matakana Link Road intersection to connect new collector road (Western Link Road).
any built form development: <ul style="list-style-type: none"> • outside of Sub-precinct A, Area B, Area C and Area D identified on 	Upgrade to Great North Road (SH1) / Matakana Link Road intersection to connect new collector road (Western Link Road).

Precinct Plan 2; <ul style="list-style-type: none"> • in Area C or Area D identified on Precinct Plan 2 not otherwise provided for above. 	
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(3) For the purposes of Table I553.6.5.1 Threshold for Development - Transport, Dwelling equivalents shall be calculated in accordance with the following:

Type	Dwelling equivalent
Retirement village unit	0.4
Rest home bed	0.4
Visitor accommodation room	0.75

I553.6.6. Standards for Wastewater

Purpose:

- To ensure efficient delivery of wastewater infrastructure for Warkworth North.

(1) Wastewater servicing for the Warkworth North Precinct shall connect to the Watercare North East network.

I553.6.6A Standards for Stormwater

Purpose:

- To ensure that stormwater is managed and treated to maintain and enhance the health and ecological values of streams and to avoid exacerbating flood hazards.

(1) All land use and development and subdivision must be designed and implemented to be consistent with any stormwater management plan approved by the network utility operator, including the application of water sensitive design.

I553.6.7. Standard for yards adjacent to Viv Davie-Martin Drive properties

Purpose:

- To ensure a sufficient building setback along this shared boundary to protect the visual amenity of the adjoining Viv Davie-Martin Drive sites.

(1) A building or parts of a building must be set back from the boundary with a Viv Davie-Martin Drive site by a minimum depth of 4m.

I553.6.8. Standard for yards adjacent to Business - Light Industry Zone land on Sanderson Road

Purpose:

- To manage the reverse sensitivity effects on industrial activity on Sanderson Road by ensuring a sufficient building setback and measures to protect amenity values for the land within the Residential - Mixed Housing Suburban

PC 78 ([see Modifications](#))

PC 78 ([see Modifications](#))

Zone that shares a boundary with the Business - Light Industry Zone on Sanderson Road.

- (1) Where land in the Mixed Housing Suburban Zone adjoins the Business - Light Industry Zone on Sanderson Road the following standards shall apply:
 - (a) A 2.5m high acoustic fence is to be constructed the full length of the boundary;
 - (b) Evergreen vegetation capable of attaining a height of at least 3m when mature shall be planted along the acoustic fence to provide an attractive outlook from the residential built form;
 - (c) A building or any part of a building must be set back from the relevant boundary by a minimum depth of 4m;
 - (d) A building or any part of a building within 25m of the relevant boundary designed to be used by activities sensitive to noise must not exceed a single-storey and 5m in height;
 - (e) The acoustic fence in (a) and the planting in (b) shall be:
 - (i) implemented prior to the issue of any new title for residential development of the land or, if the land is not subdivided, prior to the occupation of any dwelling within 25m of the relevant boundary; and
 - (ii) legally protected by a covenant or consent notice providing for the ongoing maintenance, protection or replacement of the acoustic fence and planting.
 - (f) The yard in (c) and single storey building in (d) must be legally protected by a covenant or consent notice requiring a building or any part of a building to be set back from the boundary by a minimum depth of 4m and preventing a building or any part of a building designed to be used by activities sensitive to noise greater than a single storey and 5m in height from being constructed.

I553.6.9. Standard for landscaping yard adjacent to the SH1 corridor and the northern boundary of 63 State Highway 1 Warkworth 0984

Purpose

- To assist with the transition from rural to urban land that forms part of the entrance experience to the Warkworth town centre.
- (1) Where land at 63 State Highway Warkworth 0984 adjoins the north-eastern boundary of the SH1 designation corridor as shown in Precinct Plan 2 the following standard shall apply:
 - (a) landscape screening planting to at least 3m deep shall apply along the full length of the north-eastern boundary, comprising evergreen vegetation

capable of attaining a height of at least 3m when mature to form an avenue of trees.

I553.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I553.8. Assessment – restricted discretionary activities

I553.8.1. Matters of discretion

The Council will reserve its discretion to all of 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 overlays, Auckland- wide or zones provisions:

(1) Transport Infrastructure and Open Space:

- (a) Safe, efficient and effective connectivity to adjacent land;
- (b) Appropriateness of design to fulfil the transport network and open space purposes and Precinct policy I553.3(3) and I553.3(10); and
- (c) Provision for active transport modes.

(2) Streams and wetlands:

Refer to the matters for discretion for Restricted Discretionary Activities at E3.8.1 as relevant.

(3) Local Centre:

- (a) Provision of practical, safe, quality and functional connections to adjoining open space and riparian areas;
- (b) Extent to which built development is designed to positively activate and engage with adjoining roads and public spaces; and
- (c) Landscape design.

(4) Staging of development or timing of infrastructure and services.

- (a) The extent of coordination with the provision of infrastructure.

(5) Wastewater connections.

- (a) The extent to which the proposal facilitates and enables wastewater servicing for Warkworth North to be provided in an efficient and comprehensive way.

(6) Stormwater

- (a) Stormwater management.

I553.8.2. Assessment criteria

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

- (1) assessment criteria for Transport infrastructure and Open Space;
 - (a) A transport network shall be developed that responds to the transportation needs of Warkworth North and the wider area now and into the future. This shall include the Western Link Road and other transport infrastructure identified on Precinct Plan 2.
 - (b) The extent to which the Western Link Road can be constructed to a collector road standard as an interim measure with appropriate design and additional land set aside to enable future upgrading to an arterial standard.
 - (c) The extent to which transport connections are provided to adjacent land areas as indicated on Precinct Plan 2 and within the precinct the use of cul- de-sacs is restricted. Where cul-de-sacs cannot be avoided, the extent to which future linkages to adjacent land are not precluded.
 - (d) The provision of connected active transport modes.
 - (e) The extent to which the open space network and pedestrian and cycling network is delivered as indicated on Precinct Plan 2 and achieves Policy I553.3.(3).
- (2) assessment criteria for stream works for the construction of the WLR within Sub- precinct A only:
 - (a) Refer to the assessment criteria referenced under E3.8.2.(1) as relevant.
 - (b) The mitigation or offset measures proposed to ensure no net loss of biodiversity using the documents referred to in Policy E.3.3(4).
- (3) assessment criteria for Local Centre:
 - (a) The design of the Local Centre shall achieve a connected and functional design that reflects a high quality of architectural design, landscape architecture and best practise urban design principles, including the extent to which a suitable pedestrian connection is provided between the Local Centre and the land to the south.
 - (b) The quality of design shall provide a safe useable environment that reflects urban design best practise including Crime Prevention Through Environmental Design principles.
 - (c) Planting and hard landscape elements shall enhance and reflect local character such as the values of the Mahurangi river, riparian corridors and the bush backdrop of the Dome hills.

- (d) The extent to which land use activities complement adjoining land uses and assist in maintaining or enhancing connectivity and relationship to adjacent open space areas.
- (4) Staging or timing of transport infrastructure and services.
 - (a) The extent to which the traffic generated by the development is consistent with the Traffic Impact Assessment undertaken at the time the precinct was live-zoned and any additional traffic can be accommodated on the network.
 - (b) The extent to which any staging of development is required due to the coordination of the provision of infrastructure.
 - (c) For development within Area C or Area D occurring prior to the upgrade to the Great North Road (SH1) / Matakana Link Road intersection to connect to new collector road (Western Link Road):
 - (i) the extent to which the Traffic Impact Assessment provided with the application shows that the additional traffic can be accommodated on the network without adverse effects on the intersection at Falls Road / Mansel Drive / new collector road (Western Link Road).
- (5) Wastewater connections.
 - (a) The extent to which the proposal facilitates and enables wastewater servicing for Warkworth North to be provided in an efficient and comprehensive way.
- (6) Assessment criteria for stormwater
 - (a) Refer to Policies E1.3(1) - (14) and (20).

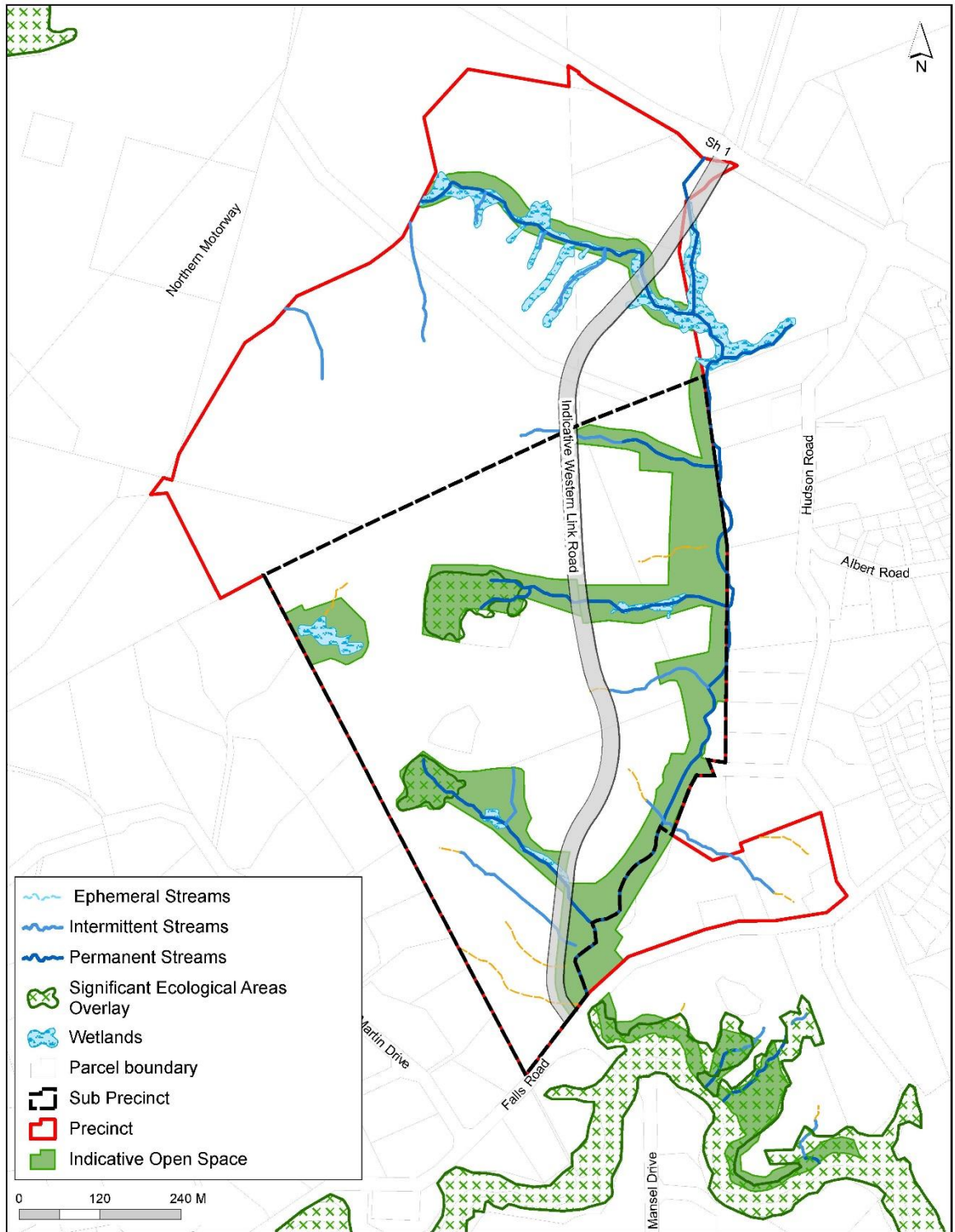
I553.9. Special information requirements

- (1) An application for subdivision or development in the Local Centre must be accompanied by:
 - (a) An urban design assessment demonstrating how the development meets the matters stated in Objective I553.2(1)d; Policy I553.3(6) and Standard I553.6.3.
- (2) Any application for development within Area C occurring prior to the upgrade to the Great North Road (SH1) / Matakana Link Road intersection to connect to new Western Link Road, must be accompanied by:
 - (a) An assessment of the density of existing and consented development within this area, so as to confirm compliance with I553.6.5. Standards for staging.
- (3) Any application for development within Area D occurring prior to the upgrade to the Great North Road (SH1) / Matakana Link Road intersection to connect to new Western Link Road, must be accompanied by:

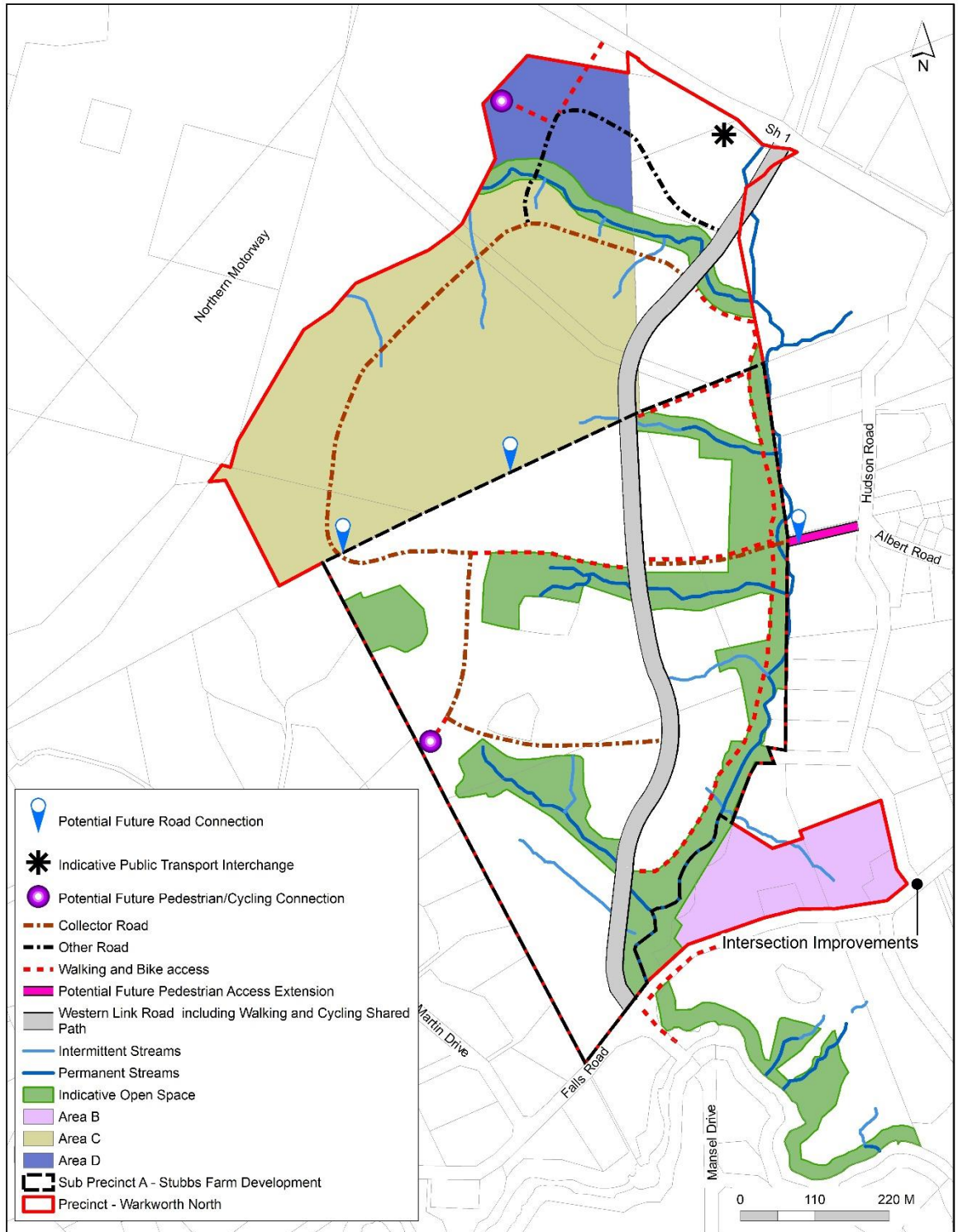
- (a) A transport assessment demonstrating that the peak period traffic generation calculated for existing and proposed development in Area D does not exceed the vehicle per hour limits in Table I553.6.5.1 Threshold for Development – Transport. Vehicle trip generation must be calculated using industry accepted data sources. For the purpose of this assessment, peak period means 6am to 9am and 3pm to 6pm weekdays.

I553.10. Precinct plans

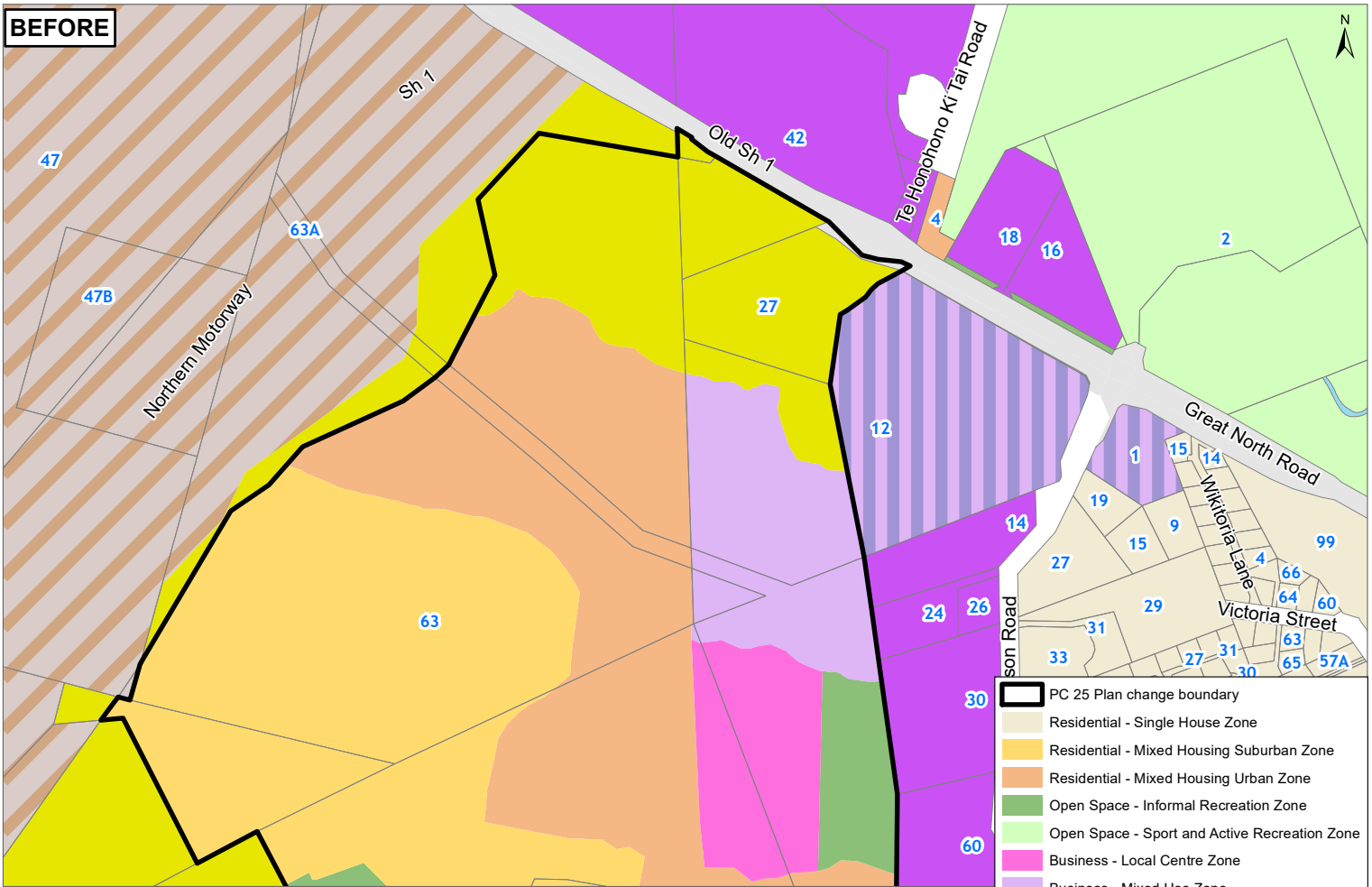
I553.10.1. Precinct Plan 1 - Warkworth North Precinct Plan



I553.10.2. Precinct Plan 2 - Multi Modal Transportation Connections and Open Space

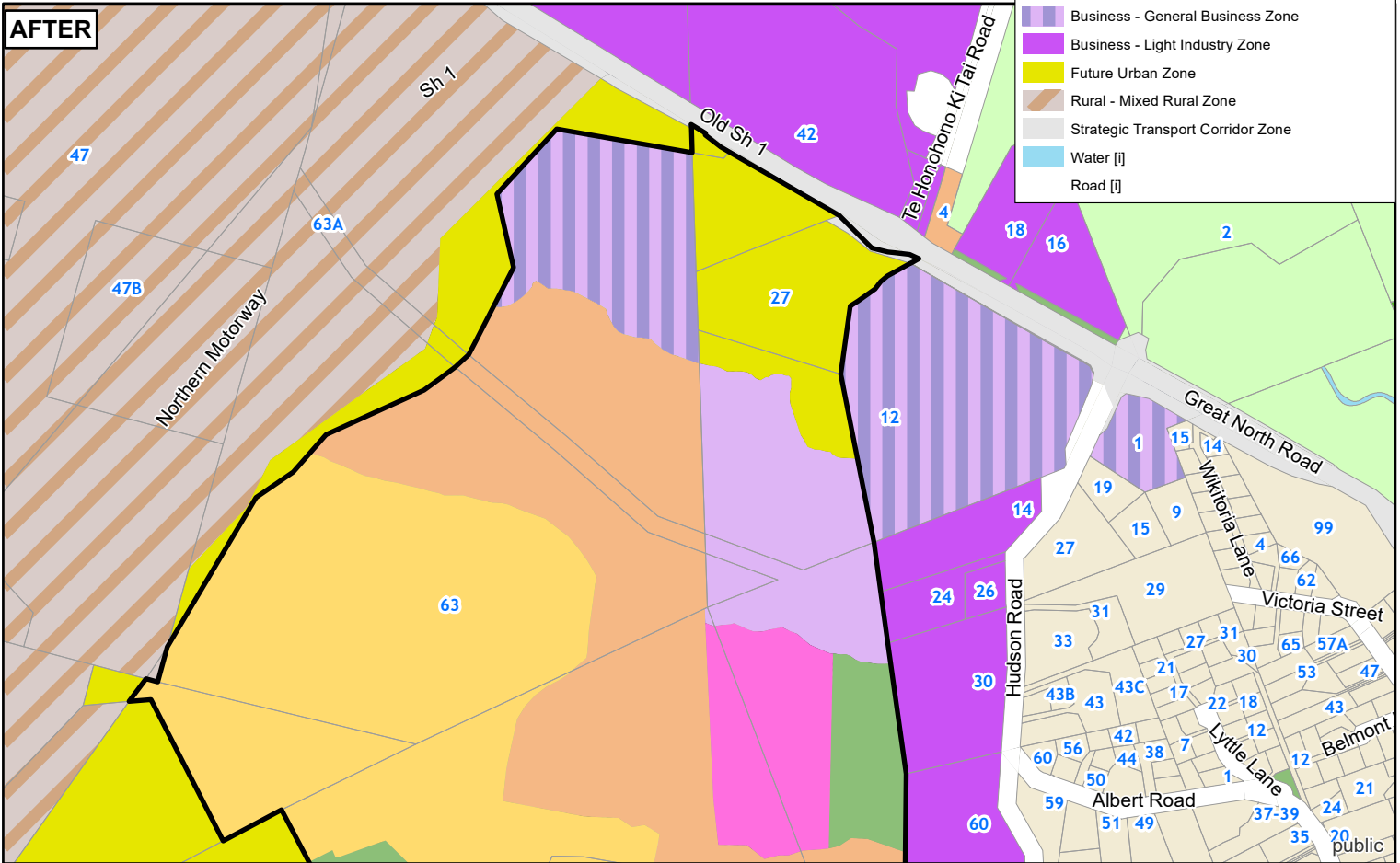


BEFORE



- PC 25 Plan change boundary
- Residential - Single House Zone
- Residential - Mixed Housing Suburban Zone
- Residential - Mixed Housing Urban Zone
- Open Space - Informal Recreation Zone
- Open Space - Sport and Active Recreation Zone
- Business - Local Centre Zone
- Business - Mixed Use Zone
- Business - General Business Zone
- Business - Light Industry Zone
- Future Urban Zone
- Rural - Mixed Rural Zone
- Strategic Transport Corridor Zone
- Water [i]
- Road [i]

AFTER



0 55 110 220 Metres

Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information.

Date: 1/12/2023

PC 25 - update zoning from Future Urban zone to General Business zone (north of 63 State Highway 1)

