



UNITARY PLAN UPDATE REQUEST MEMORANDUM



TO Warren MacLennan
FROM Ryan Bradley
DATE 9 November 2023
SUBJECT **Plan Change 25 to the Auckland Unitary Plan(AUP)
 Operative in part (15 November 2016)**



This memorandum requests an update to Auckland Unitary Plan Operative in part

Reason for update – Decision on PC25 appeals (no further appeals)	
Chapter	Chapter I553 Warkworth North Precinct
Section	Various: Table I553.6.5.1 Standards I553.6.9, 1553.6(3) Assessment Criterion I553.8.2(4)(c) Special Information Requirement I553.9(3) Precinct Plan 2 I553.10.2
Designation only	
Designation #	Name & RA
Locations:	
Lapse Date	
Purpose	.
Changes to text (shown in underline and strikethrough)	See attached document.
Changes to diagrams	Amend the “Warkworth North” Precinct Plan 2 to identify “Area D”
Changes to spatial data	Rezone the balance area in the north of 63 State Highway 1 in Warkworth from Future Urban zone to General Business zone.
Attachments	Attachment A: Environment Court decision dated 25 July 2023 Attachment B: Updated text to AUP(OIP) (Strikethrough/Underline) Attachment C: Updated text to AUP(OIP) (Clean) Attachment D: Updates to GIS Viewer

Prepared by: Ryan Bradley Planner	Text Entered by: Sarah El Karamany Planning Technician
Signature: 	Signature: 

Maps prepared by: Aching Konyak Geospatial Specialist	Reviewed by: Peter Vari Team Leader
Signature: 	Signature: 
Signed off by: Warren MacLennan Manager Planning – North, West, and Islands	
Signature: 	

**Attachment A: Environment Court decision
dated 25 July 2023**

**IN THE ENVIRONMENT COURT
AT AUCKLAND**

**I TE KŌTI TAIAO O AOTEAROA
KI TĀMAKI MAKĀURAU**

Decision [2023] NZEnvC 154

IN THE MATTER OF

an appeal under clause 14 of Schedule 1
of the Resource Management Act 1991

BETWEEN

MIDDLE HILL LIMITED

(ENV-2020-AKL-000048)

Appellant

AND

AUCKLAND COUNCIL

Respondent

Court: Environment Judge MJL Dickey
Environment Commissioner RM Bartlett
Environment Commissioner A Gysberts

Hearing: On the papers
Last case event: 15 June 2023

Submissions: P Fuller for Middle Hill Limited
D K Hartley and A F Buchanan for Auckland Council
M McCullough for Auckland Transport

Date of Decision: 25 July 2023

Date of Issue: 25 July 2023

FINAL DECISION OF THE ENVIRONMENT COURT

A: The Plan Change is confirmed on the terms set out in Annexure A.

B: There is no order as to costs.



REASONS

Court's August 2022 Decision

[1] The Court issued a decision on Middle Hill Limited's (**Middle Hill**) appeal on 26 August 2022.¹ The appeal was upheld to the extent that the zoning for the Middle Hill site (known as Area D) was changed to General Business.

[2] We directed, in paragraphs B and [263] that a draft order setting out the amendments to Plan Change 25 was to be filed for our consideration:

B: Amendments to plan change 25 are to be made as follows:

- (i) traffic rules are to be made in terms of those agreed between the parties and described in paragraph [88];
- (ii) provision is to be made for a 3-metre landscape planting area as described in paragraph [204].

[3] Those parts of the decision read as follows:

[88] Leading into the hearing there were still live issues regarding the traffic and transportation effects of the plan change. Those effects were resolved between the parties and amended rules put forward for the Court's consideration. They related to permitted peak period traffic generation associated with the Middle Hill land resulting in amendments to Table I552.6.5.1 Threshold for development – Transport. Amendments were also proposed to I552.9 Special information requirements to state what *peak period* means for the purposes of the transport assessment. We accept those amendments.

...

[204] ... However, we accept that there should be an identified 3 metre area of landscape planting along the north-eastern boundary. A precinct provision will need to be drafted to ensure this occurs.

After the Decision

[4] Auckland Council filed provisions for approval. The traffic and transportation rules are agreed. The landscape planting standard is not.

[5] The location of the yard is depicted on the amended I553 Warkworth North Precinct Plan 2, which forms part of the order attached to this decision. The location and extent of the yard has been agreed. We accept that location and extent.

¹ *Middle Hill Limited v Auckland Council* [2022] NZEnvC 162.

[6] The following wording for the standard was agreed by the Council and Auckland Transport:

I553.6.9 Standard for landscaping yard adjacent to SH1 corridor and the northern boundary of 63 SH1 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.

[7] Middle Hill submitted that it is not clear from the Court’s decision requiring a landscaping yard that it intended to deny the only legal and physical access to the property for existing and future activities. It has proposed that the words “except for any accessway” be added to proposed Rule(1)(a) so that the standard would read:

... landscape screening planting to at least 3m deep shall apply along the full length of the north-eastern boundary, except for any accessway, comprising evergreen vegetation capable of attaining a height of at least 3m in maturity to form an avenue of trees.

[8] Middle Hill is concerned to ensure that its existing entrance way to a residence and farm operation can still be used for current and future approved activities, despite the requirement to provide landscape screening planting. It notes that the access is the only vehicular access to the land, and that there is currently no work programme to develop alternative access from Stubbs Farm (to the south) or from the yet-to-be-built proposed Western Link Road.

[9] Middle Hill wished to be heard on this matter and call evidence.

[10] Auckland Council and Auckland Transport (**AT**) filed a joint memorandum in response. Middle Hill filed a further memorandum in reply.

[11] After some time for reflection, the parties agreed that the Court could determine the issue on the papers, without further evidence.

[12] The parties agree that the existing accessway can be used to access lawfully established existing activities. What remains unclear is the issue of what type of activity would trigger the yard requirement and the resulting effect on access.

Council and Auckland Transport submissions

[13] The Council and AT do not suggest that the existing accessway to the Middle Hill land could not continue to be used to service the existing farming operations and existing single dwelling on Middle Hill land, assuming that is acceptable to the road controlling authority, Waka Kotahi NZ Transport Agency.

[14] In that regard, they consider the proposed standard is predicated on the land being developed for business uses (and that planting would not need to be established while the existing farming use continues).

[15] The Council and AT argue that the use of the existing accessway was not a matter raised in the appeal hearing. They consider that the focus of the Court hearing was on access arrangements for the Middle Hill land, assuming that it was live zoned. It was on the basis of the roading network shown on the I553 Warkworth North Precinct Plan 2.

[16] We agree. The focus very clearly was on future access to the property, the configuration for the Western Link Road and the need to provide access off that road and into the site for which live zoning was sought.

[17] The Council and AT also argued that the road network shown on Precinct Plan 2 anticipates that access to and from the Middle Hill land to SH1/Great North Road will be achieved via connecting roads to the Western Link Road and there will be no access from the Middle Hill land to SH1/Great North Road. They say that, accordingly, the parties' transport evidence for the hearing was predicated on access to and from the land via the Western Link Road in the north or, in the shorter term,

on access being provided from the south via the Falls Road/Mansel Drive/Western Link Road intersection.

[18] They point to evidence from Middle Hill's traffic engineer, Mr Edwards, to the effect that changes to Great North Road, preclude any direct access for more intensive development of nearby land other than via the Western Link Road or Matakana Link Road.²

[19] They also pointed to the Traffic Joint Witness Statement dated 31 May 2021, where the witnesses agreed that the area would be fully developed once access is available via the Western Link Road connection and the Matakana Link Road.

[20] Finally, they referred to Ms Grierson's evidence which recorded that the site would not gain direct access to SH1, and that access would be via the Western Link Road.

[21] The Council and AT also note that the proposed amendment does not include any parameters for an accessway. They note that the reference to any accessway will include any future accessway following the development of the land for business uses and refers to Middle Hill's advice that it wishes to ensure the accessway can be used for "current and future approved activities".

[22] They referred to the Vehicle Access Restrictions in the Auckland Unitary Plan applying to SH1. SH1/Great North Road is identified as an arterial road on the AUP map viewer and a Vehicle Access Restriction therefore applies. A Vehicle Access Restriction Motorway Interchange Control also applies to part of the SH1/Great North Road east of the Middle Hill land.

[23] Under AUP Rule E27.4.1(A4) the use of an existing vehicle crossing established or consented before 30 September 2013, where a Vehicle Access Restriction applies under Standard E27.6.4.1(3) to service existing activities (established or consented before 30 September 2013) is a permitted activity. Under

² Edwards, primary evidence, at [19].

AUP Rule E27.4.1(A5) construction or use of a vehicle crossing where a Vehicle Access Restriction access applies under Standard E27.6.4.1(3) is a restricted discretionary activity.

[24] The Middle Hill land is separated from SH1/Great North Road by designation 6769 relating to the construction, operation and maintenance of the state highway and the highway maintenance facility owned by Waka Kotahi New Zealand Transport Agency. That has the effect (as described by Ms Grierson at paragraph 12 of her primary evidence) of landlocking both Middle Hill parcels apart from the private driveway serving one house on each block.

[25] In light of rule E27.4.1(A4), the Council and AT do not suggest that the existing accessway could not continue to be used to service the existing farming operations and existing single dwelling on Middle Hill land, assuming that the accessway meets the requirements of the rule and that this is acceptable to the road controlling authority. However, they do not consider that Standard I553.6.9 should imply that vehicle access to SH1/Great North Road via the existing accessway is appropriate for anything other than those existing activities, which were established or consented before 30 September 2013.

[26] The Council and AT did not consider it appropriate for Middle Hill to seek to call new evidence following the hearing and release of the Court's decision.

Middle Hill submissions

[27] Middle Hill considers that, to the extent it was not considered directly, it is appropriate for the Court to now consider the implications of a rule on the existing access. It noted that the primary focus of the hearing was on the appropriate live zoning of its land. Had it known at the time of the hearing that the operation of a rule would result in the closure of its only legal and practicable access, it would have provided submissions and evidence on the point.

[28] It also says it was not intended to ever service "intensive development" as in urbanisation, from the existing access. It acknowledges that Waka Kotahi would never

provide approval and traffic experts would not support it, as is clear from the evidence of Middle Hill's witness, Mr Edwards.

[29] It submits that the traffic effects of the existing accessway, and its potential usefulness, or not, are best considered at any resource consent stage in the usual manner. There should be no presumption that the accessway has no potential long-term use, for example as emergency access, to improve connectivity, or for other consented purposes. It notes that any traffic effects for future use of the accessway would be assessed by Council and need prior approval of Waka Kotahi. It submits that the current provisions create uncertainty and risk because there is no consenting threshold that does not trigger the yard requirement.

[30] It submits that the Court's intention for the landscape yard was to be a form of mitigation for potential adverse visual effects of development when the area is urbanised. It submits that it is not clear that the Court's intention was that the landscape yard be triggered, while the current activities are taking place, or with only modest change in activities.

[31] It draws attention to a recent application it made to undertake a boundary adjustment to reflect the new General Business zoning for approximately 4ha of the land. It notes that if that application had been made with the provisions proposed by the Council, this would have triggered the requirement for the landscape yard. It submits that compliance with the Standard would have severed the existing, and only, access to the property, merely for a simple boundary adjustment.

[32] With reference to the Council's argument that the standard is "predicated on the land being developed for business uses" it submits that is not how the rules actually operate.

[33] It notes that standard I553.6(3) states that:

Activities listed in Activity Table I553.4.1 must comply with all Standards as relevant below, including all landscape standards:

[34] It submits this is a catch-all that applies the landscape yard standard to any “subdivision or development”. It says, therefore, that it is clear that even a boundary adjustment triggers the yard requirement and renders the site “landlocked”. Not meeting the standard would default any activity to a discretionary activity. It submits that Middle Hill would suffer prejudice and hardship simply for adjusting a cadastral boundary or any other modest activity that triggers a consent. There is no basis for the Council claiming that the yard requirement is limited only to when the land is developed for business, because there is no such qualification on the way the provisions operate.

[35] It submits that it is also inappropriate as a planning practice for Middle Hill to be reliant on any notional informal understanding, in these proceedings, for an acceptable outcome regarding maintaining essential access.

[36] Middle Hill submits the timing for the formation of the landscape yard was intended to be when the land is fully developed for urban activities.

[37] Middle Hill records that it may be many years before the site is developed, and it cannot risk losing access as it tries to derive an income from the land in the intervening years. Having said that, it notes that even with its proposed wording, subdivision and development requiring consent will still trigger the yard requirement. The key point is that it will not terminate the only access to the site, hence the reason for its amendment to the description of the yard, rather than the operation of the standards themselves.

[38] Its final point is that there is precedent in the AUP for similar access exemptions for landscape yards. It submits that, having referred to an example from the Plan, exempting the access from the yard/planting requirements will not have a material impact on the overall function of visual screening. Finally, it notes there may well be a need for access to pedestrians, cyclists, and emergency services in the future that would have a public benefit.

Outcome

[39] We agree that Rule E27.4.1(A4) permits the use of an existing vehicle crossing in certain circumstances. That, however, does not address Middle Hill's concern which is that any development or subdivision application for its land will trigger the landscape yard requirement, and arguably preclude access to its existing farming activity and house.

[40] The matter was not raised in the hearing as an issue, nor was it addressed in the various traffic/planning evidence we received.

[41] We record the Council's advice that it was not its intention, when advancing these rules, to preclude access to existing activities and we agree that is sensible. We do not see the rule as precluding access to existing activities. However, once any development or subdivision is proposed on the land, the requirement to provide a landscaping yard as shown in Precinct Plan 2 is triggered. The question, therefore, is whether it is appropriate to try and protect "future access".

[42] We find that the matter of "future access" off the state highway was never raised at the hearing, and it is too late to do that now.

[43] Mr Fuller advised that the necessary boundary adjustment encapsulating the land that is now zoned Business – General Business has been completed. We find that any further development or subdivision is likely to be for the purpose of developing the land, and as such should trigger the requirement to provide the yard. We do not see it as helpful to leave open the possibility that any subdivision or development of the new block could occur without there being a requirement to provide the yard, and that is what must be guarded against. Nor do we see it as appropriate to allow some general business development to occur on the land without also triggering that requirement. If development is such that the Council determines the accessway can remain for a period of time, the issue of the yard requirements can be addressed then as well.

[44] It seems to us, therefore, that while the existing activities continue, and no development occurs on the land, the property has the protection of the vehicle access restrictions rule (E27.6.4.1). It is appropriate that any proposal from now on to alter the status quo should comply with all the standards applying in the Precinct and for any non-compliance to be considered as part of any consent application.

Orders

[45] The amendments to provisions relate to:

- (a) Table I553.6.5.1 Threshold for development – transport;
- (b) a new standard for a landscaping yard at I553.6.9 with a consequential amendment to Standard I553.6(3);
- (c) Assessment Criterion I553.8.2(4)(c) Staging or timing of transport infrastructure and services, including a reference to development in Area D occurring prior to the upgrade to Great North Road (SH1)/Matakana Link Road intersection;
- (d) a new special information requirement at I553.9(3), relating to applications for development within Area D prior to the upgrade to the Great North Road/Matakana Link Road intersection; and
- (e) an updated version of Precinct Plan 2 identifying “Area D”.

[46] The Plan Change is confirmed on the terms set out in Annexure A.

[47] There is no order as to costs.

For the Court:


MJL Dickey
Environment Judge



Annexure A (tracked version)

I553 Warkworth North Precinct

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.

[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 to exceed threshold
any built form development within Sub-precinct A	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.
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).
<p><u>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:</u></p> <ul style="list-style-type: none"> • <u>90 vehicles per hour entering the Warkworth North Precinct</u> • <u>90 vehicles per hour exiting the Warkworth North Precinct</u> <p><u>For the purpose of this standard, peak period means 6am to 9am and 3pm to 6pm on weekdays.</u></p>	<p><u>Provision of signals at Falls Road / Mansel Drive intersection with upgrade to connect new collector road (Western Link Road) with:</u></p> <ul style="list-style-type: none"> • <u>three approach lanes and two departure lanes on Western Link Road; and</u> • <u>three approach lanes on Mansel Drive</u> Or <u>Upgrade to Great North Road (SH1) / Matakana Link Road intersection to connect new collector road (Western Link Road).</u>
any built form development: <ul style="list-style-type: none"> • outside of Sub-precinct A, Area B, Area C and 	Upgrade to Great North Road (SH1) / Matakana Link Road intersection to connect new collector road (Western Link Road).

<p>Area C D identified on Precinct Plan 2;</p> <ul style="list-style-type: none"> in Area C or Area D identified on Precinct Plan 2 not otherwise provided for above. 	<p>[ENV-2020-AKL-000048: Middle Hill Limited as trustee of the Tyne Trust]</p>
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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

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).

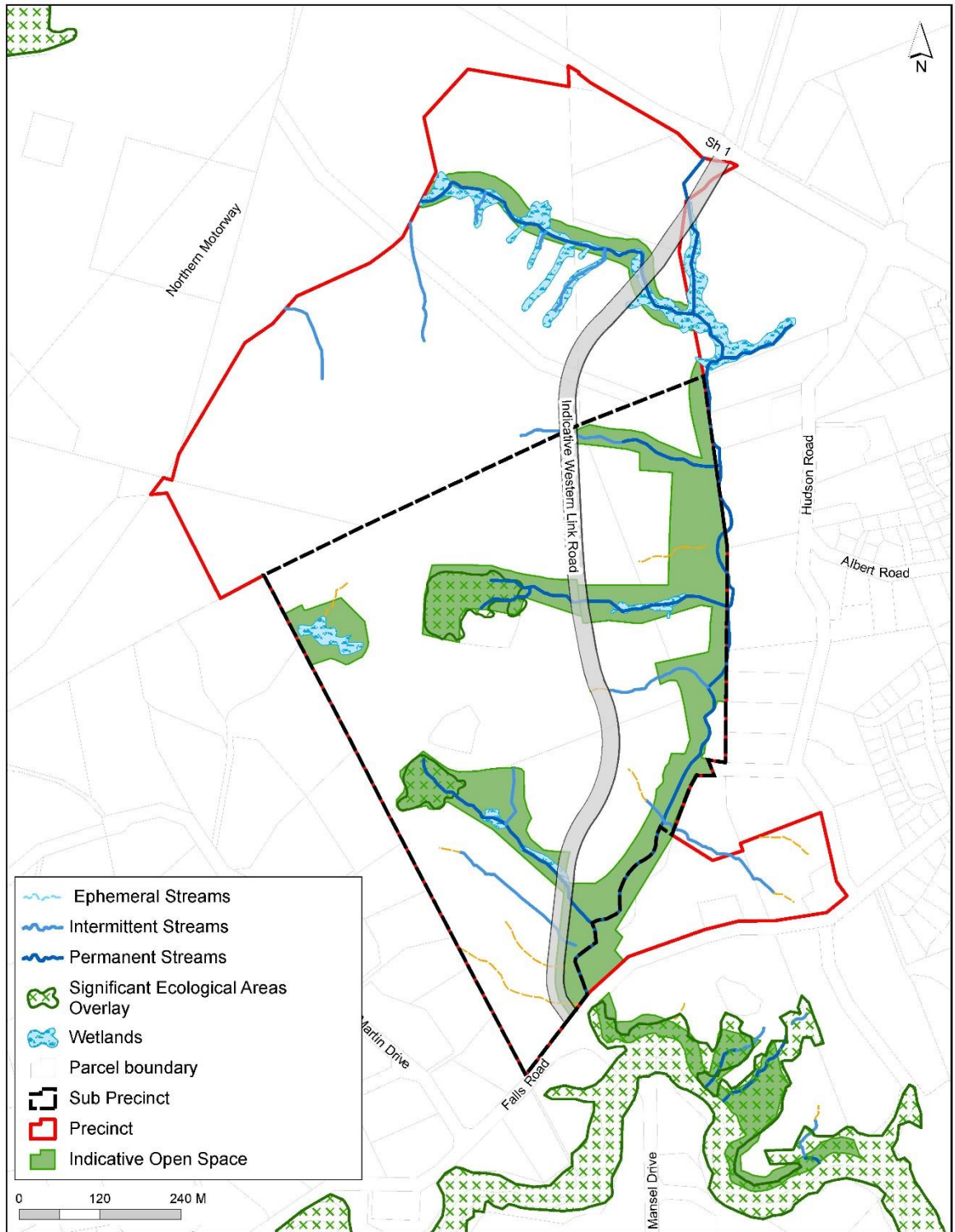
I553.9. Special information requirements

- (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:

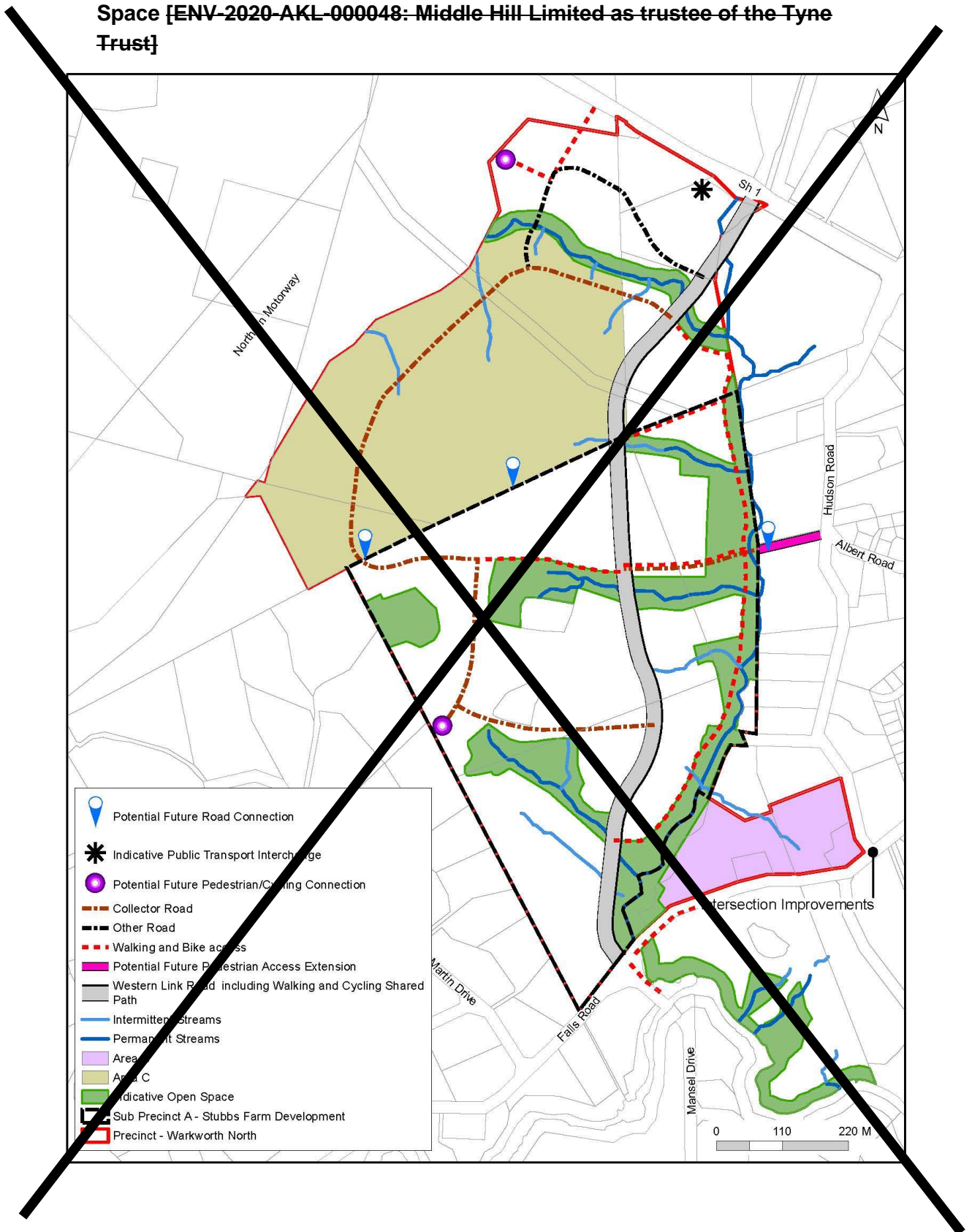
(a) A transport assessment demonstrating that the peak period traffic generation calculated for existing and proposed development in Area D does not exceed the vehicle per hour limits in Table I553.6.5.1 Threshold for Development – Transport. Vehicle trip generation must be calculated using industry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

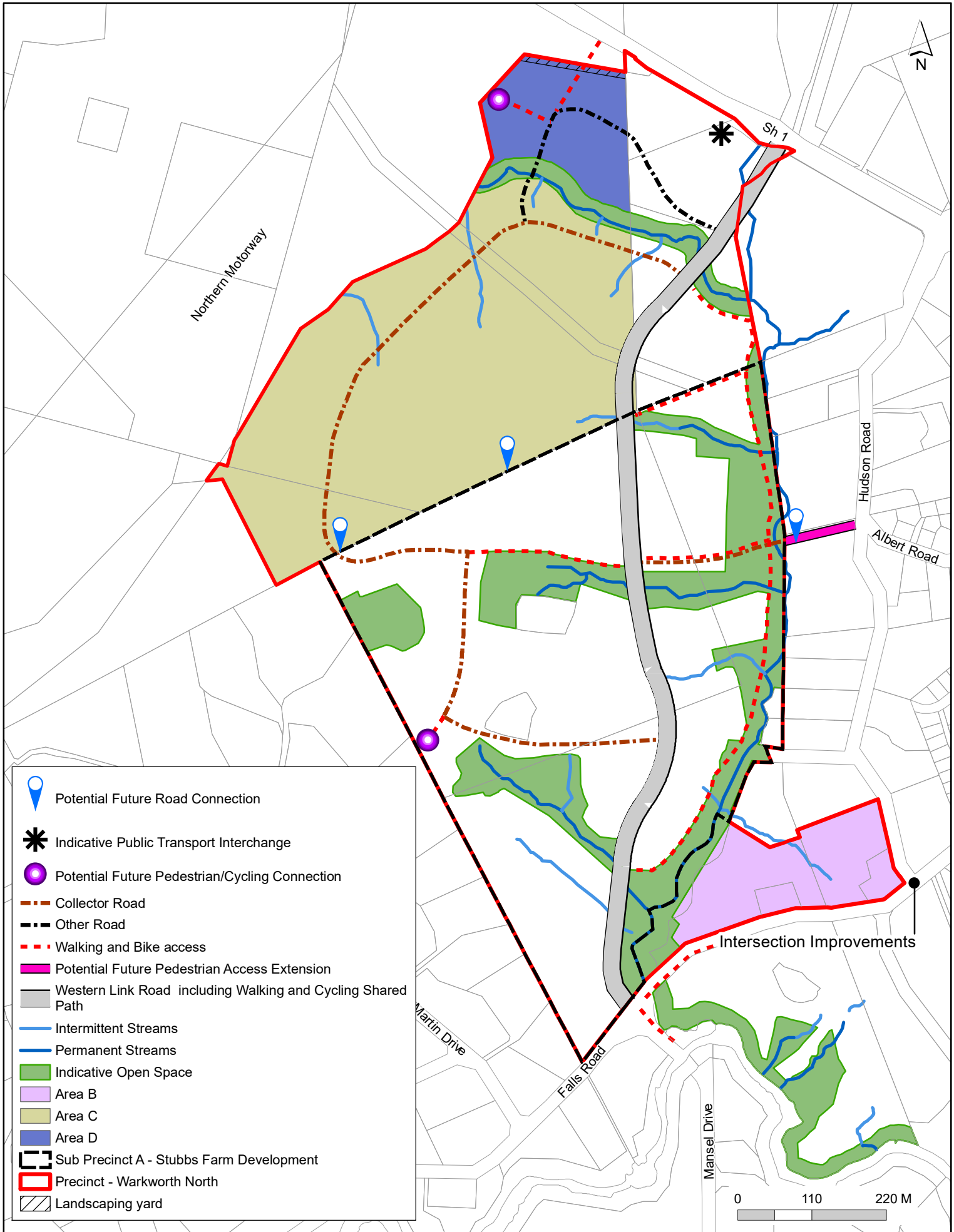
I553.10. Precinct plans

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



1553.10.2. Precinct Plan 2 - Multi Modal Transportation Connections and Open Space [ENV-2020-AKL-000048: Middle Hill Limited as trustee of the Tyne Trust]





**Attachment B: Updated text to AUP(OIP)
(Strikethrough/Underline)**

I553. Warkworth North Precinct

I553.1. Precinct Description

PC 78 ([see Modifications](#))

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 to exceed threshold
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).
<p><u>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:</u></p> <ul style="list-style-type: none"> • <u>90 vehicles per hour entering the Warkworth North Precinct</u> • <u>90 vehicles per hour exiting the Warkworth North Precinct</u> <p><u>For the purpose of this standard, peak period means 6am to 9am and 3pm to 6pm on weekdays.</u></p>	<p><u>Provision of signals at Falls Road / Mansel Drive intersection with upgrade to connect new collector road (Western Link Road) with:</u></p> <ul style="list-style-type: none"> • <u>three approach lanes and two departure lanes on Western Link Road; and</u> • <u>three approach lanes on Mansel Drive</u> Or <u>Upgrade to Great North Road (SH1) / Matakana Link Road intersection to connect new collector road (Western Link Road).</u>
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).

<p>Precinct Plan 2;</p> <ul style="list-style-type: none"> in Area C or Area D identified on Precinct Plan 2 not otherwise provided for above. 	<p>[ENV-2020-AKL-000048: Middle Hill Limited as trustee of the Tyne Trust]</p>
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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](#))

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).

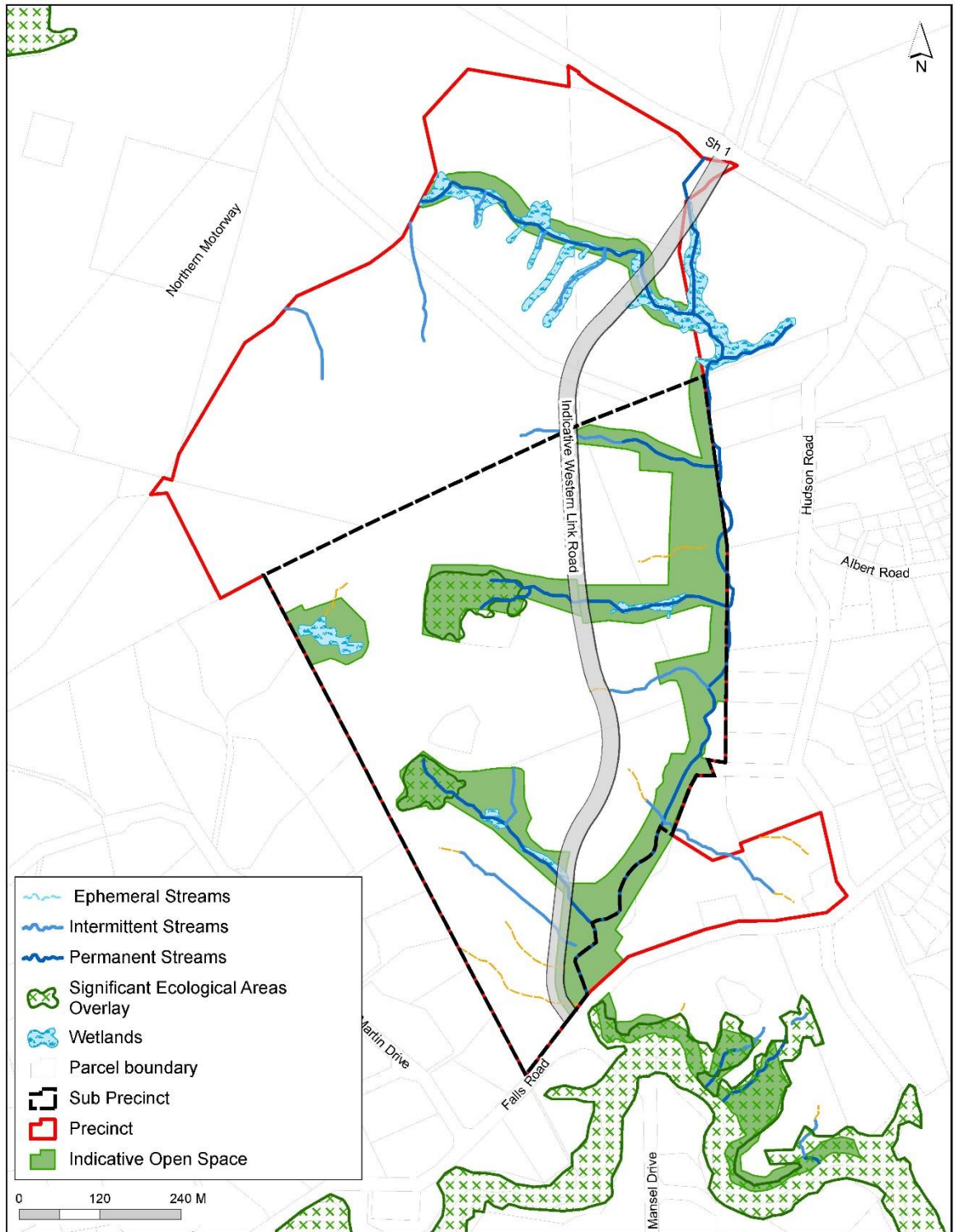
I553.9. Special information requirements

- (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:

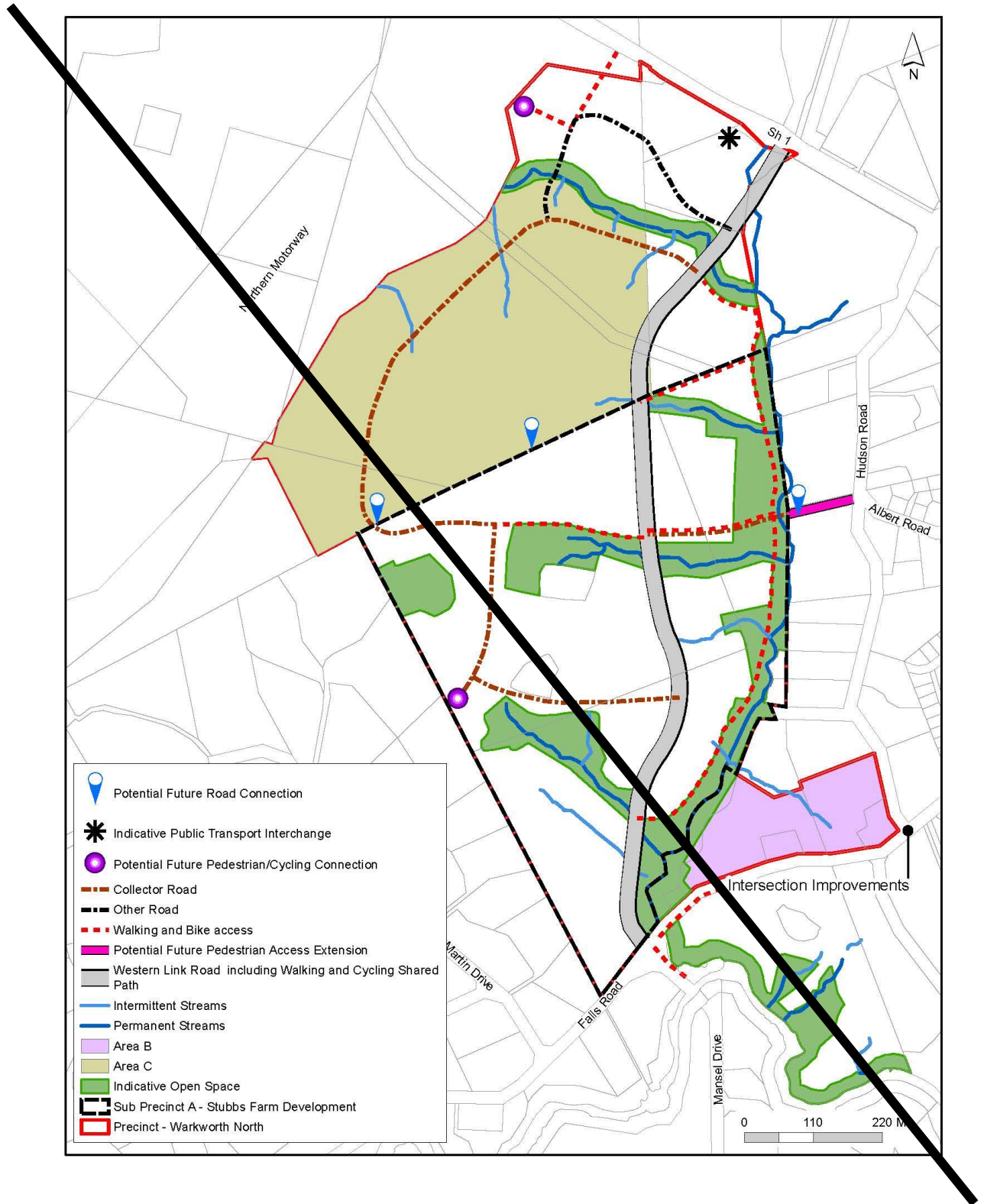
- (a) A transport assessment demonstrating that the peak period traffic generation calculated for existing and proposed development in Area D does not exceed the vehicle per hour limits in Table I553.6.5.1 Threshold for Development – Transport. Vehicle trip generation must be calculated using industry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

I553.10. Precinct plans

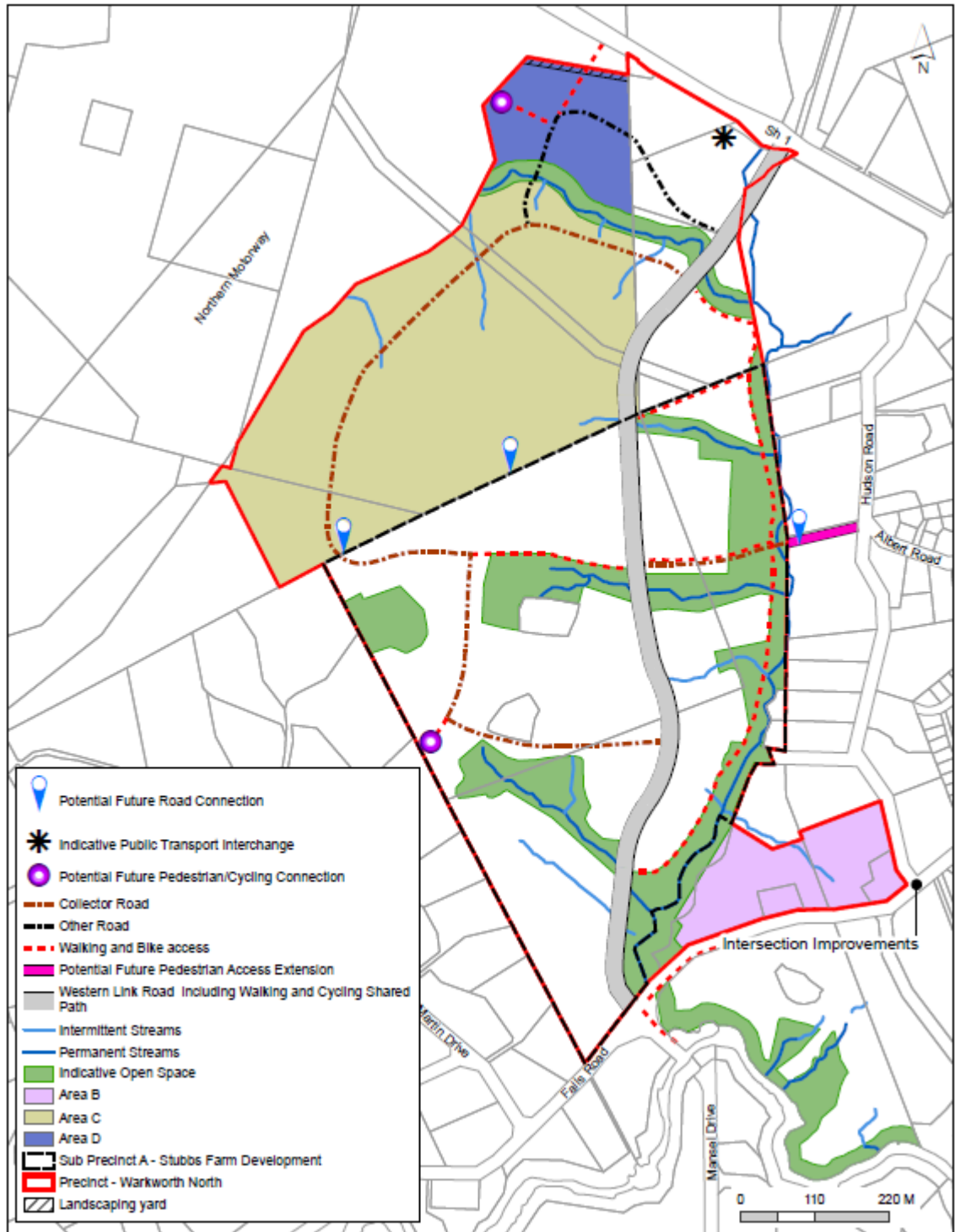
I553.10.1. Precinct Plan 1 - Warkworth North Precinct Plan



I553.10.2. Precinct Plan 2 - Multi Modal Transportation Connections and Open Space [ENV-2020-AKL-000048: Middle Hill Limited as trustee of the Tyne Trust]



I553 Warkworth North Precinct



**Attachment C: Updated text to AUP(OIP)
(Clean)**

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).

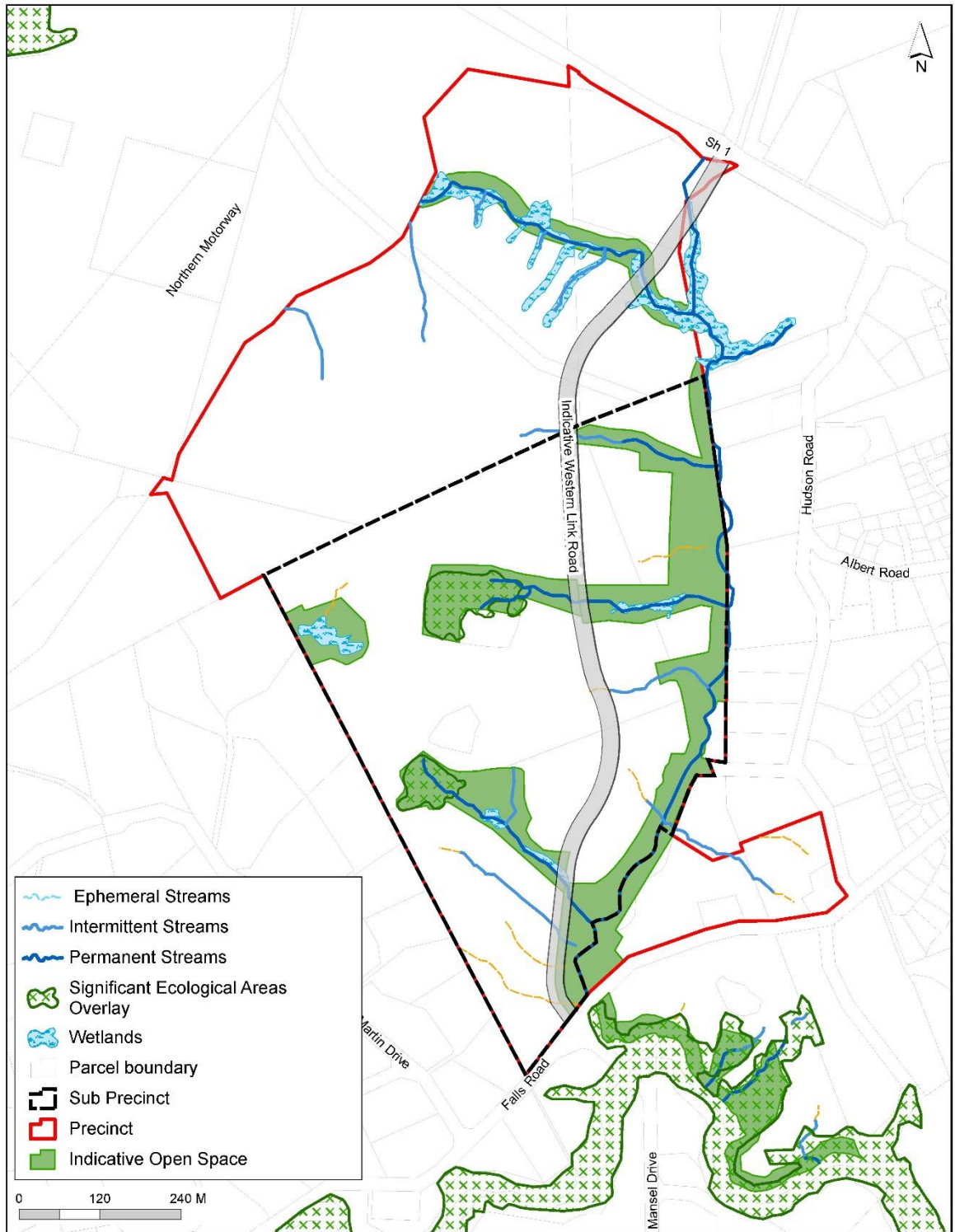
I553.9. Special information requirements

- (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:

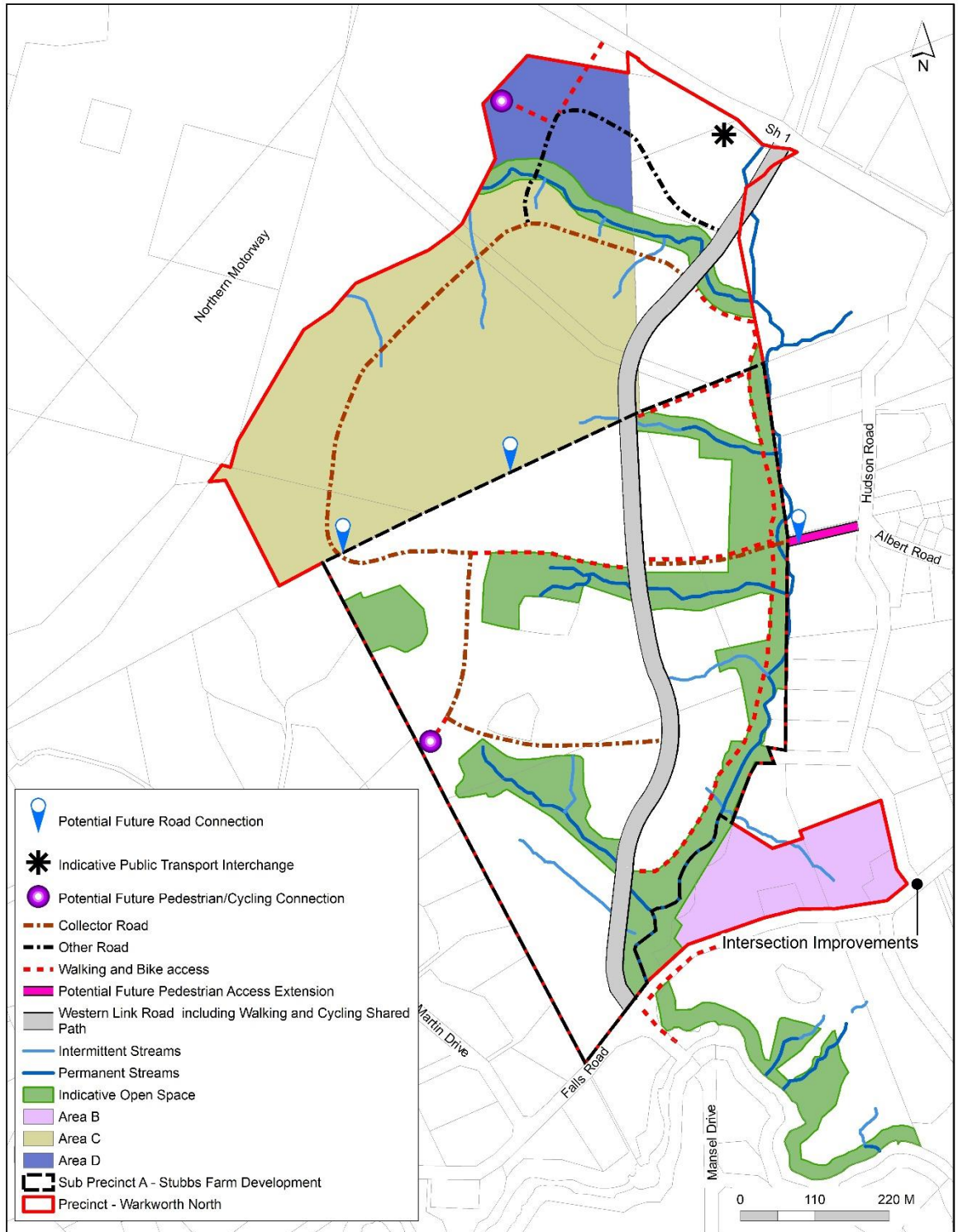
- (a) A transport assessment demonstrating that the peak period traffic generation calculated for existing and proposed development in Area D does not exceed the vehicle per hour limits in Table I553.6.5.1 Threshold for Development – Transport. Vehicle trip generation must be calculated using industry 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

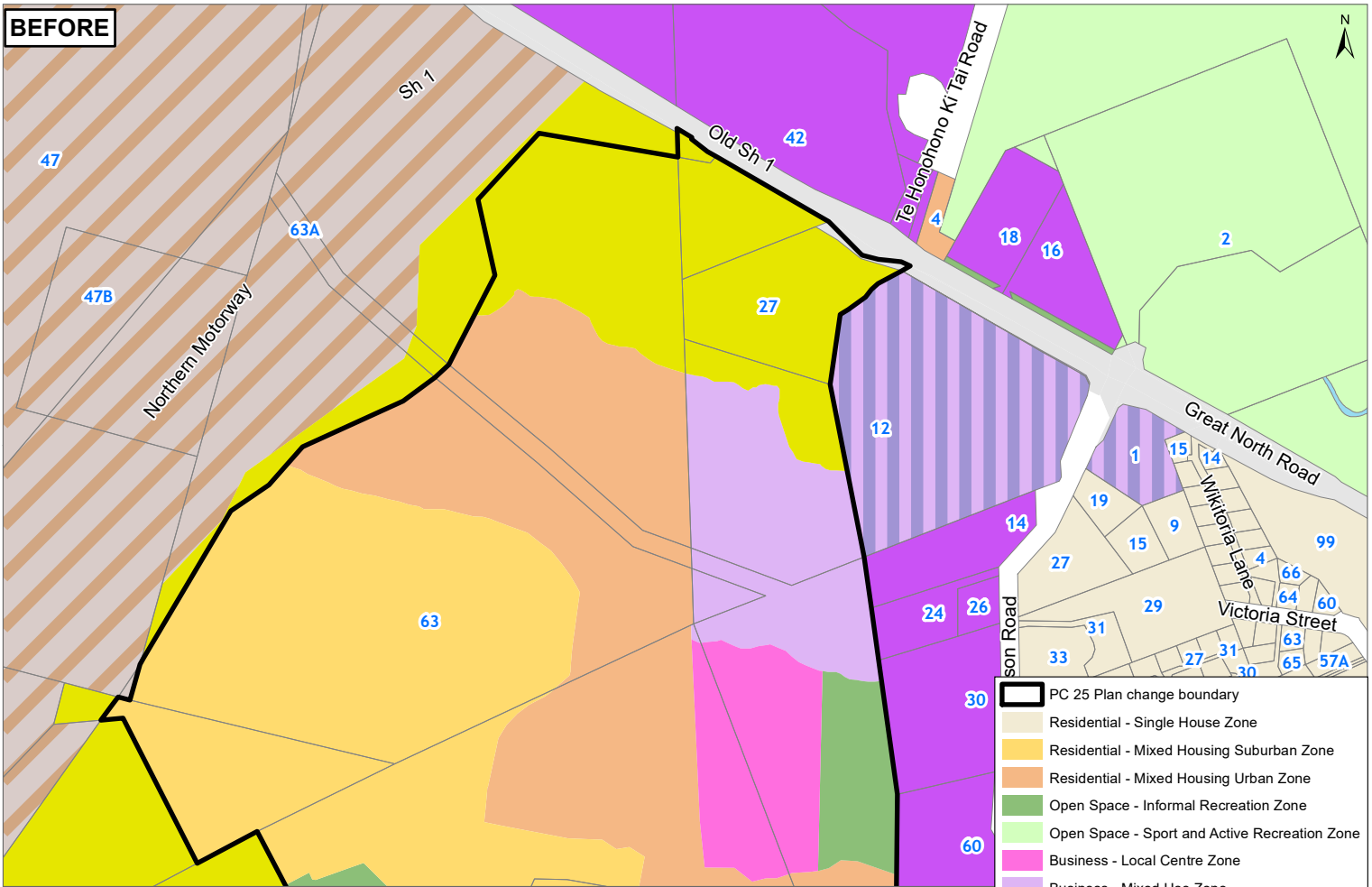


I553.10.2. Precinct Plan 2 - Multi Modal Transportation Connections and Open Space



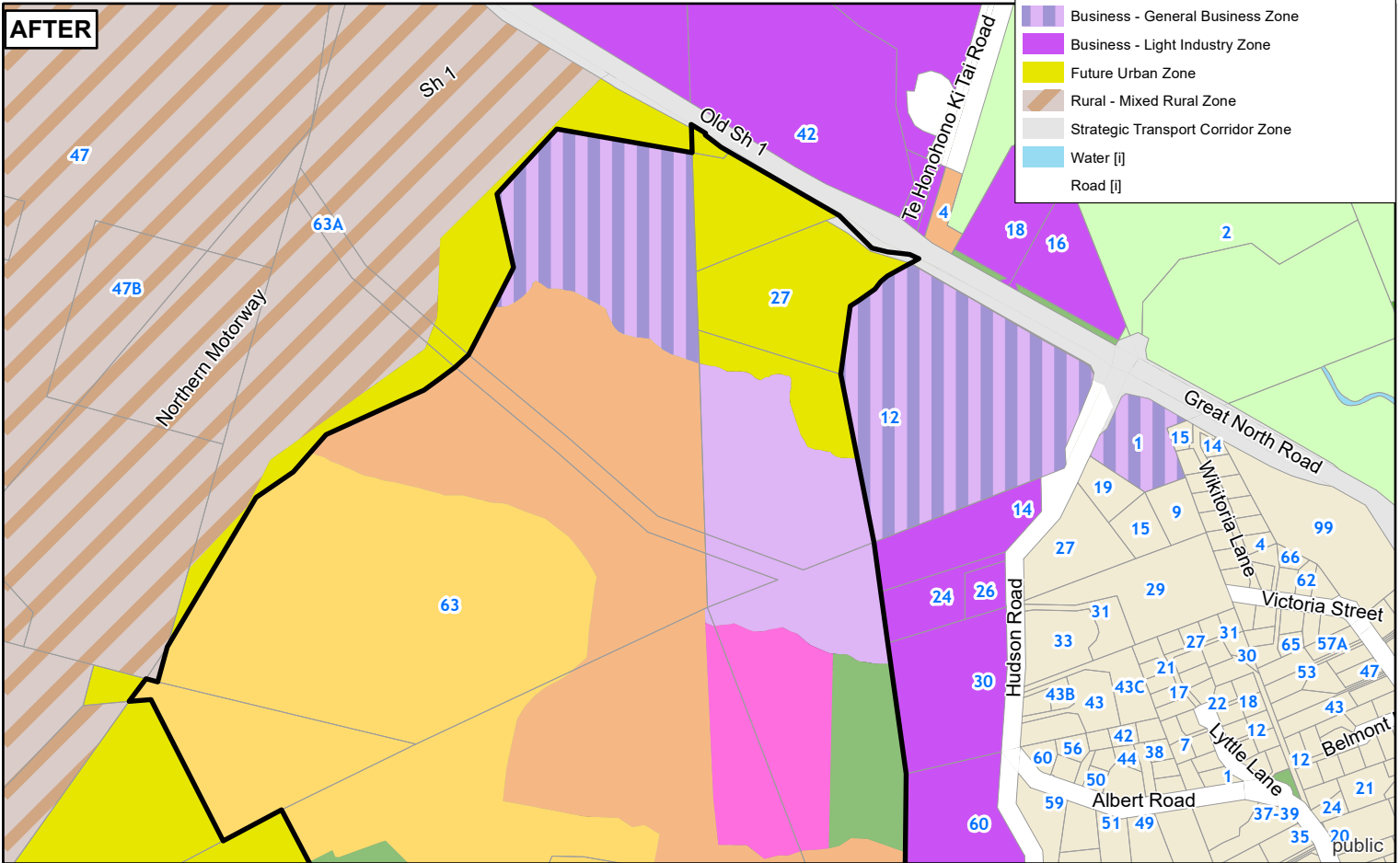
Attachment D: Updates to GIS Viewer

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)



Plans and Places