

IN THE ENVIRONMENT COURT  
AT AUCKLAND

I TE KŌTI TAIAO O AOTEAROA  
KI TĀMAKI MAKĀURAU

IN THE MATTER of the Resource Management Act 1991  
AND of appeal under Clause 14 of the First  
Schedule of the Act  
BETWEEN GP (TURNSTONE CAPITAL)  
LIMITED  
(ENV-2020-AKL-000047)  
MIDDLE HILL LIMITED  
(ENV-2020-AKL-000048)  
Appellants  
AND AUCKLAND COUNCIL  
Respondent

Court: Environment Judge MJL Dickey sitting alone pursuant to  
section 279 of the Act

Date of Order: **21 JUL 2021**

Date of Issue: **21 JUL 2021**

---

CONSENT ORDER

---

A: Under section 279(1)(b) of the Resource Management Act 1991, the  
Environment Court, by consent, orders that Private Plan Change 25 (PC25):  
Warkworth North to the Auckland Unitary Plan Operative in part is amended:



GP (Turnstone Capital) Limited & Middle Hill Limited v Auckland Council

- (1) to rezone the Future Urban zoned land at the corner of Falls Road and Hudson Road to the Residential: Mixed Housing Suburban Zone (Rezoned Land).
  - (2) to remove the Rezoned Land from Sub-precinct A of the Warkworth North precinct as defined on Precinct Plan 1 and Precinct Plan 2;
  - (3) to introduce to Precinct Plan 2 of the Warkworth North precinct:
    - (a) a new “Area B” over that portion of the Rezoned Land not shown as Indicative Open Space on Precinct Plan 2;
    - (b) a new notation for “Intersection Improvements” at the intersection of Falls Road / Hudson Road;
    - (c) a new “Area C” over the Residential – Mixed Housing Suburban and Residential – Mixed Housing Urban zones to the north of Sub-precinct A; and
  - (4) to amend the text of the Warkworth North precinct in the manner shown using strike-through and underlining in **Annexure B**.
- B: The appeal by GP (Turnstone Capital) Limited is otherwise dismissed.
- C: The appeal by Middle Hill Limited is resolved in part. The part of the appeal by Middle Hill Limited that relates to the appropriate zoning of the area of its land adjoining State Highway 1 which the Decision retained as Future Urban Zone and to the appropriate standard for staging in Table I552.6.5.1 Threshold for Development - Transport that would be necessary to address the traffic effects in the event this land is rezoned to a live Business zone remains afoot.
- D: Under section 285 of the Resource Management Act 1991, there is no order as to costs.

## REASONS

### **Introduction**

[1] These appeals relate to Private Plan Change 25: Warkworth North (**PC25**).

[2] GP (Turnstone Capital) Limited (**Turnstone**) lodged the request for PC25 to the Auckland Unitary Plan Operative in part (**AUP**) on 29 March 2018. PC25 was notified on 16 May 2019.

[3] Turnstone and Middle Hill Limited (**Middle Hill**) made submissions and further submissions on PC25.

[4] PC25 as notified proposed to rezone approximately 99 hectares of Future Urban zoned land in the AUP to a mix of business and residential zones, introduce a new precinct, the Warkworth North precinct over part of the area and a sub-precinct over approximately 42 hectares north of Falls Road (Sub-precinct A).

[5] The new precinct, the Warkworth North precinct proposed a range of additional controls, including to provide for an integrated stormwater solution, protection of ecological values, provisions of open space and future road connection and to guide development of the neighbourhood centre.

[6] On 18 March 2020, Auckland Council (**Council**) Hearings Commissioners acting under delegated authority made a decision (**Decision**) approving PC25 with modification to the zonings and precinct provisions. The zoning modifications made by the Hearings Commissioners included the retention of the Future Urban Zone over two areas within the PC25 boundary

[7] Both Turnstone and Middle Hill filed notices of appeal against part of the Decision made by the Council on PC25 on or about 12 May 2020.

[8] Turnstone appealed:

- (a) the retention of the Future Urban Zone on the corner of Hudson Road and Falls Road;
- (b) perceived deficiencies in the precinct provisions aimed at the timely delivery of the Western Link Road to collector road standard;

- (c) the rejection of bespoke stream work provisions in Sub-precinct A;
- (d) the extent of the yard setback in the precinct provisions for properties adjoining the Future Urban zoned land in the development known as Viv Davie-Martin Drive;
- (e) the Hearing Commissioners' finding that the Stormwater Management Plan will engage the s 127 process envisaged under the Region-wide Network Discharge Consent; and
- (f) to correct a number of minor errors in the precinct provisions.

[9] A number of parties joined as interested parties under s 274 to parts of the Turnstone appeal:

- (a) Albert Road Investments Ltd
- (b) Atlas Concrete (since withdrawn)
- (c) Auckland Transport
- (d) IFS NZ Limited
- (e) Mason Investments
- (f) Middle Hill
- (g) Waka Kotahi NZ Transport Agency
- (h) Robert White (since withdrawn)
- (i) Warkworth Properties (2010) Ltd.

[10] Middle Hill appealed:

- (a) the retention of the Future Urban Zone on the land adjacent State Highway 1;
- (b) the retention of the Rural – Mixed Rural zone over a small triangle of land outside of the Rural Urban Boundary not included in PC25;
- (c) the boundary between the Residential Mixed Housing Suburban and Mixed Housing Urban zones on the land owned by Middle Hill
- (d) the ability to extend the live zoning beyond the boundary of the plan change over land designated by Waka Kotahi NZ Transport Agency;
- (e) the roads to be shown on Precinct Plan 2 over the land owned by Middle Hill; and
- (f) the provisions aimed at restricting the development of the land owned by Middle Hill in advance of the provision of specified infrastructure.

[11] A number of parties joined as interested parties under s 274 to parts of the Middle Hill appeal:

- (a) Auckland Transport
- (b) Waka Kotahi NZ Transport Agency
- (c) Robert White (since withdrawn)
- (d) Turnstone
- (e) Warkworth Properties (2010) Ltd.

### **Agreement reached**

[12] Following Court-assisted mediation and direct discussion, the parties have reached agreement that will resolve:

- (a) the Turnstone appeal in its entirety; and
- (b) the Middle Hill appeal in part.

[13] The parties have agreed to amend:

- (a) the zoning map by replacing the Future Urban Zone on the corner of Falls Road and Hudson Road with the Residential: Mixed Housing Suburban Zone;
- (b) the Warkworth North precinct text:
  - (i) to improve the provisions aimed at the timely delivery of the Western Link Road to collector road standard;
  - (ii) as a consequence of rezoning the land at the corner of Falls and Hudson Roads from Future Urban zone to Residential: Mixed Housing Suburban Zone:
    1. To introduce a new staging standard in I552.6.5 Standards for staging requiring the provision of right turn bays at the intersection of Falls Road and Hudson Road; and
    2. To introduce a new yard standard for properties adjoining the Business: Light Industry zoned land on Sanderson Road (I552.6.8)
  - (iii) to provide for a certain specified amount of development of the residential land owned by Middle Hill in advance of the Western Link Road needing to connect through to State Highway 1 by

- amending I552.6.5 Standards for staging, inserting a new assessment criteria I552.8.2(4)(c) and special information requirement I552.9(2);
- (iv) to introduce a new standard (I552.6.6A), matter of discretion (I552.8.1(6)) and assessment criteria (I552.8.2(6)) for stormwater to incorporate the approved Stormwater Management Plan into the Region-wide Network Discharge Consent via PC25;
  - (v) to reduce the yard setback for properties adjoining the Future Urban zoned land in the development known as Viv Davie-Martin Drive from 9m to 4m in Standard I552.6.7;
  - (vi) to correct minor errors.
- (c) Precinct Plan 1 by removing the land on the corner of Falls Road and Hudson Road from Sub-precinct A;
  - (d) Precinct Plan 2 by removing the land on the corner of Falls Road and Hudson Road from Sub-precinct A and introducing a new Area B over the same land, extending to the Indicative Open Space, and noting the area for “intersection improvements” on development of Area B; and
  - (e) Precinct Plan 2 by introducing a new Area C over the residentially zoned land owned by Middle Hill.

[14] Turnstone is no longer pursuing the part of its appeal relating to the inclusion of bespoke stream work provisions in Sub-precinct A.

[15] The appeal by Middle Hill (ENV-2020-AKL-000048) is the sole remaining appeal to PC25. Middle Hill has confirmed that if the Court were to issue this consent order, there is no overlap with the remaining issue that Middle Hill wishes to pursue in its appeal. Specifically, Middle Hill has confirmed that the remaining issue in its appeal relates to the appropriate zoning of the area of its land which the Decision retained as Future Urban Zone and to the appropriate standard for staging in Table 1552.6.5.1 Threshold for Development – Transport that would be necessary to address the traffic effects in the event its Future Urban zoned land is rezoned to a live Business zone. The staging standard in Table I552.6.5.1 affected by the remaining part of Middle Hill’s appeal is located in the fifth row of that Table and is highlighted in yellow in the plan provisions attached at **Annexure B**.

### Section 32AA Evaluation

[16] Section 32AA of the Act requires a further evaluation for any changes to a proposal since the initial section 32 evaluation report.

[17] The parties provided a joint memorandum on 22 June 2021 addressing the section 32AA matters. The joint memorandum set out the following evaluation:

#### *Stormwater amendments (I552.4.1, I552.5, I552.6.6A, I552.8.1(6), I552.8.2(6))*

[18] The stormwater provisions were amended to reflect the fact that the Stormwater Management Plan (**SMP**) was approved as part of the PC25 process. The amended Standard (1552.6.6A) requires future development to be consistent with the SMP and to apply water sensitive design.

[19] Matters of discretion have been added to include Stormwater as a relevant matter for consideration in assessing a restricted discretionary activity (I552.8.1) and corresponding assessment criteria have also been added (I552.8.2). Rule references in the Activity Table have been changed to reflect the correct Standard number reference.

[20] The agreed provisions are considered to be amended to be the most efficient and effective option because:

- (a) they will ensure consistency with the SMP which has been developed through a detailed process to determine the most appropriate stormwater outcomes for the Plan Change land area and the water ways that stormwater discharges into;
- (b) incorporating the SMP into the Plan Change is the most efficient and effective option. It is consistent with the Auckland Council Regionwide Network Discharge Consent (**NDC**) and the process therein for incorporating new greenfield areas into the NDC.

[21] The provisions are considered to be the most appropriate way to achieve the objectives and policies of the Unitary Plan because:

- (a) incorporating the SMP and adding the new stormwater provisions is the most appropriate way to achieve the Unitary Plan objectives and policies

because the SMP has already been tested and approved against those provisions;

- (b) the SMP is specific to achieving the best outcomes available for the Plan Change area and therefore the provisions are also the most appropriate way to achieve the Plan Change objectives and policies for the Warkworth North Precinct, including Objective 1(a) regarding biodiversity.

***Western Link Road provisions (I552.3(7), I552.6.1(1), I552.6.5, I552.8.2(1))***

[22] Policy (7) (under I552.3) was reworded to better reflect the outcomes sought with respect to construction of the Western Link Road (WLR) including the timing of its delivery.

[23] The WLR Standards set out in I552.6.1 have been amended for clarity in relation to changes to Policy (7) described above and to ensure that the construction at the boundary with other owners' land is appropriate and practical in relation to road levels.

[24] Staging Standards have been amended to enable management of traffic effects through the implementation of staging if required. The change to Standard I552.6.5 (1) specifies that the determination of whether staging is required is to be assessed in a Traffic Impact Assessment to be submitted within applications for resource consent for subdivision or built form development within the Warkworth North Precinct.

[25] Minor amendments to rules and assessment criteria have been added for completeness.

[26] The agreed provisions are considered to be the most efficient and effective option because:

- (a) they will ensure that the road is delivered to collector standard, with the potential to be constructed to arterial standard when required in the future. The delivery of the WLR is a key component of transportation



infrastructure for Warkworth and is necessary to provide for projected population growth;

- (b) it would be less efficient to require construction of the WLR ahead of development and there is no need for a roading standard greater than collector road standard for the immediate future.

[27] The provisions are considered to be the most appropriate way to achieve the objectives and policies of the Unitary Plan because:

- (a) objectives and policies in the Unitary Plan seek to ensure that integrated planning of land use, infrastructure and development occurs, and that new infrastructure is provided in an efficient way.<sup>1</sup> The provisions ensure that the road corridor is delivered to collector road standards simultaneously with development; and that the corridor is future proofed to enable widening and upgrading to an arterial road standard when that is required.

***Viv-Davie Martin Drive Setback (I552.6.7)***

[28] Setbacks along the boundary of the Plan Change and adjoining sites accessed from Viv Davie Martin Drive were a matter of submissions and appeal. A greater yard setback was sought to enable a buffer area and edge with the larger lots in the Viv Davie Martin Drive development. The Viv Davie Martin sites retain a Future Urban zoning at the present time. A 9-metre setback was required in the Council Decision Version of the Plan Change. Consultation with landowners and Auckland Council resulted in the decision that a lesser yard Standard of 4m should apply. Proposals not meeting the Standard will default to a restricted discretionary activity under the default provisions of the Unitary Plan which is a more efficient and effective method to achieve the desired outcome. The greater yard setback enables landscape planting if desired and increases separation by 2.5-metres more than the Residential zone Standards (1.5m) in the Unitary Plan require.

---

<sup>1</sup> Chapter B2.1 (2) and B2.2.1 (1) (c) and B2.2.2 (7).

[29] The 9-metre Standard was considered an inefficient use of the land resource and would potentially result in sub-optimal urban development outcomes once the Viv Davie Martin Drive land is eventually zoned for urban purposes.

[30] The agreed provisions are considered to be the most efficient and effective option because:

- (a) they require a larger setback in recognition of the interface between the plan change land area and larger lot sites that retain Future Urban zoning. The setback is sufficient to enable landscape planting if desired;
- (b) the setback is not so great that it results in an inefficient use of the land resource;
- (c) the agreed 4-metre setback is a reasonable and balanced outcome to ensure a sense of openness is retained and to ensure flexibility for current and future outcomes such as landscape planting and fencing now, but a space that may be utilized differently in the future when the adjoining Future Urban land is zoned urban.

[31] The provisions are considered to be the most appropriate way to achieve the objectives and policies of the Unitary Plan because:

- (a) the objectives and policies for the Future Urban zone defer to the Rural – Rural Production zone provisions until the land is zoned urban.<sup>2</sup> The 4m yard setback is an appropriate balance to manage the interface between the large lot sites and the residential sites that will be developed in the Plan Change area. This will still ensure efficient use of the urban land resource, maintenance of amenity values and recognize the character of the existing and future environment.

***Amendments to Zoning Falls Road / Hudson Road (I552.6.5.1, I552.6.8)***

[32] Land on the corner of Falls and Road and Hudson Road was retained as Future Urban Zone in the Council Decision. Further assessment and discussion resulted in agreement that the most appropriate zoning for this land was Residential – Mixed Housing Suburban. The Residential – Mixed Housing Suburban land will

---

<sup>2</sup> Chapter H18 – Future Urban Zone.

have a zone interface with Business – Light Industry zoned land fronting Sanderson Road.

[33] A new Standard (I552.6.8) has been added to ensure appropriate land use outcomes at that zone interface. The Standard will ensure residential development can occur without unduly compromising Business – Light Industry land use. The new Standard has three components:

- (a) an acoustic 2.5-metre-high fence to be constructed the full length of the boundary;
- (b) planting and ongoing maintenance and replacement of evergreen trees that will grow to at least 3-metres height, to ensure an attractive outlook from the residential zoned land; and
- (c) a yard of 4m width.

[34] The Standard (at I552.6.8(e)) requires the fencing and planting to be secured by either covenant or consent notice depending on whether the proposal involves subdivision of land.

[35] Zoning the land now is the most appropriate and efficient outcome. This is because the traffic and economic land use concerns set out in the Council Decision, associated with the proposed Business- Mixed Use zoning, can be addressed through the revised provisions and the zoning now proposed.

[36] The land is identified in Precinct Plan 2 as Area B. The revised rules require the provision of right turn bays on Falls Road and Hudson Road within the Falls Road and Hudson Road intersection. This transportation upgrade will ensure appropriate management of traffic effects associated with development of the land for the zoned purpose.

[37] The agreed provisions are considered to be the most efficient and effective option because:

- (a) zoning the land Residential – Mixed Housing Suburban is the most efficient outcome given all surrounding land is urban or will be once the Plan Change process is completed;

- (b) the agreed provisions recognize and provide a clear framework for managing the interface between the Residential – Mixed Housing Suburban and Business – Light Industry zoned land;
- (c) the agreed provisions will ensure appropriate management of traffic effects associated with development of the land for the zoned purpose;
- (d) the provisions will ensure the use of the Business – Light Industry land is not compromised now or in the future and can therefore continue to be effectively and efficiently utilised, whilst the amenity for future residents is also protected.

[38] The provisions are considered to be the most appropriate way to achieve the objectives and policies of the Unitary Plan because:

- (a) the objectives and policies seek to ensure high quality urban environments are created and that the interfaces between residential and business zones are carefully managed;<sup>3</sup>
- (b) the objectives and policies for the Business – Light Industry zone seek to ensure that incompatibility between adjoining land uses is carefully managed and that adverse effects on the amenity values within the zone and adjacent areas is managed and that adverse effects on the amenity values of residential areas are avoided. The provisions will enable these outcomes to be achieved because they provide clear and measurable standards that must be met along the common boundary between the residential and business land;
- (c) the objectives and policies seek to integrate land use and transport in a manner that enables the adverse effects of traffic generation on the transport network to be managed.

***Amendments to Middle Hill Residential Land (I552.6.5.1, I552.8.2(4)(c), I552.9(2))***

[39] The Council Decision provided that any built form development on the Middle Hill land prior to the completion of the Western Link Road with connections to both State Highway 1 and Falls Road was a non-complying activity.

---

<sup>3</sup> B2.4.2 (7).

[40] The standard (in Table I552.6.5.1) has been amended to enable up to 289 dwellings or dwelling equivalents to be serviced by the Western Link Road connecting at Falls Road, with the amended standard specifying the required road upgrades for various stages of residential development. The Standards (for the purposes of Table I552.6.5.1) also define the dwelling equivalents for different types of residential urban land uses for example a retirement village unit, a rest home bed and visitor accommodation.

[41] The new Standards will ensure delivery of the WLR over time and in relation to development and still provide for the ultimate connection of the road to Great North Road and Falls Road / Mansel Drive.

[42] A new assessment criterion (I552.8.2(4)(c)) has been added to enable assessment of traffic effects on the Falls Road / Mansel Drive intersection with the WLR.

[43] A new special information requirement has been added (I552.9) to ensure that applications are accompanied by an assessment to confirm compliance with the standards for staging.

[44] The new provisions ensure the land can be developed efficiently and appropriately.

[45] The agreed provisions are considered to be the most efficient and effective option because:

- (a) they will enable limited development of residential land on the Middle Hill property ahead of full connection of the WLR out to State Highway 1. This is subject to Traffic Impact Analysis to support the level of development sought, including an assessment of the density of existing and consented development within the area to confirm compliance with Standards I552.6.5 – Standards for staging;
- (b) it is efficient to enable the maximum level of development considered appropriate in terms of effects on the roading network, to support construction of the new infrastructure.

[46] The provisions are considered to be the most appropriate way to achieve the objectives and policies of the Unitary Plan because:

- (a) the objectives and policies seek to ensure integrated planning of land use, infrastructure, and development. This will be achieved by the agreed Standards;
- (b) Regional Policy Statement Issues highlight the need to enable provision and use of infrastructure in a way that is efficient, effective, and timely.<sup>4</sup> Enabling development to occur commensurate with the construction of infrastructure is efficient, effective, and timely.

### **Consideration**

[47] In making this order the Court has read and considered the appeals and the joint memoranda of the parties dated 25 March 2021 and 22 June 2021.

[48] I am satisfied that the agreement reached is one that represents the various interests of the parties. It is clear that an assessment under section 32AA has been undertaken. I conclude the parties have taken a nuanced and balanced approach, and the agreed amendments are the most appropriate way to achieve the purpose of the Act and the objectives and policies in the Plan. Overall, I consider the sustainable management purpose and the other relevant requirements of the Act are broadly met.

[49] The Court is making this order under s 279(1) of the Act, such order being by consent, rather than representing a decision or determination on the merits pursuant to s 297. The Court understands for present purposes that:

- (a) all parties to the proceedings have executed the memorandum requesting this order; and
- (b) all parties are satisfied that all matters proposed for the Court's endorsement fall within the Court's jurisdiction, and conform to the relevant requirements and objectives of the Act including, in particular, Part 2.

---

<sup>4</sup> Chapter B2.1 (5).

## Orders

[50] Therefore, the Court orders, by consent, that the appeals be allowed to the extent that the Council is directed to:

- (a) amend the zoning Map, Precinct Plan 1 and Precinct Plan 2 attached to these orders as **Annexure A** to:
  - (i) rezone the Future Urban land at the corner of Falls Road and Hudson Road to Residential: Mixed Housing Suburban (Rezoned Land);
  - (ii) remove the Rezoned land from Sub-precinct A on Precinct Plan 1;
  - (iii) remove the Rezoned Land from Sub-precinct A on Precinct Plan 2 and introduce:
    - a. a new “Area B” over that portion of the Rezoned Land not shown as Indicative Open Space on Precinct Plan 2;
    - b. a new notation for “Intersection Improvements” at the intersection of Falls Road / Hudson Road; and
    - c. a new “Area C” over the Residential – Mixed Housing Suburban and Residential – Mixed Housing Urban zones to the north of Sub-precinct A; and
- (b) amend the text of PC25 as shown in **Annexure B**.

[51] This order resolves the appeal by GP (Turnstone Capital) Limited in its entirety.

[52] The part of the appeal by Middle Hill Limited that relates to the appropriate zoning of the area of its land adjoining State Highway 1 which the Decision retained as Future Urban Zone and to the appropriate standard for staging in Table I552.6.5.1 Threshold for Development - Transport that would be necessary to address the traffic effects in the event this land is rezoned to a live Business zone remains afoot.

[53] There is no order as to costs.



---

**MJL Dickey**  
**Environment Judge**





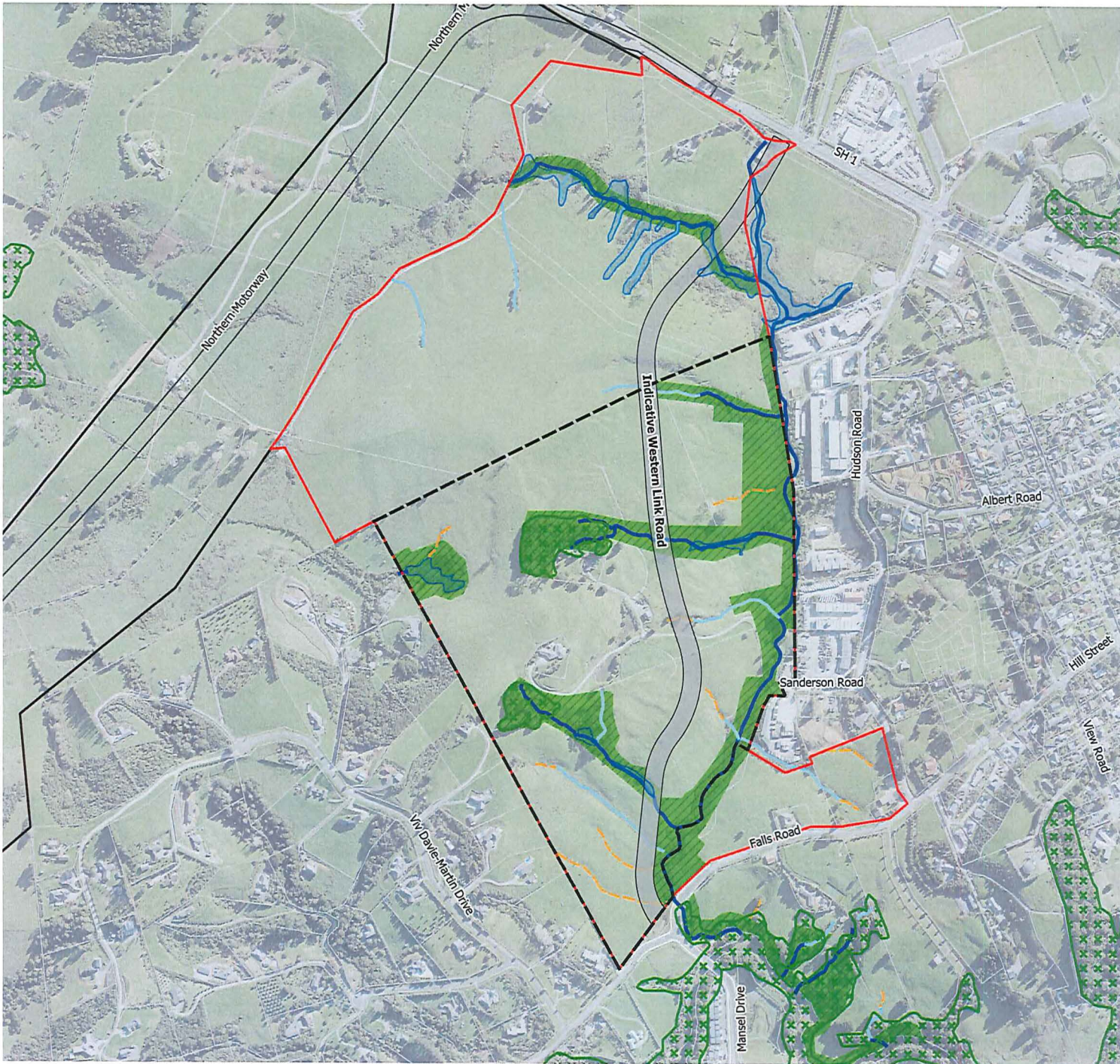
## Annexure A

Precinct Plan 1 - Warkworth North Precinct Plan

- Precinct - Warkworth North
- Sub-Precinct A - Stubbs Farm Development Area
- Significant Ecological Area (SEA)
- Land Parcels
- Indicative Open Space
- Wetlands

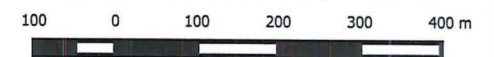
Stream Classifications

- Permanent Stream
- Intermittent Stream
- Permanent Stream



**CHESTER**  
chester.co.nz | chester.com.fj

REVISION	DATE	COMMENT	CHECK
14	17/10/2019	FUTURE ROAD LAYOUT	SR
15	20/10/2019	WLR ALIGNMENT	RL
16	5/11/2019	REVISE ZONES	RL
17	10/12/2020	REVISE SUB-PRECINCT	SR
18	11/12/2020	REMOVED ROAD CONN.	SR





**Proposed Warkworth North Plan Change**

Date: 10/12/2020

**Proposed Zoning Map**

- PPC 25 Extent
- Land Parcels
- Stream Classifications**
- Permanent Stream
- Intermittent Stream
- Ephemeral Stream
- Unitary Plan Zones**
- Residential - Large Lot Zone
- Residential - Single House Zone
- Residential - Mixed Housing Suburban Zone
- Residential - Mixed Housing Urban Zone
- Open Space - Conservation Zone
- Open Space - Informal Recreation Zone
- Open Space - Sport and Active Recreation Zone
- Business - Mixed Use Zone
- Business - Local Centre Zone
- Business - General Business Zone
- Business - Light Industry Zone
- Future Urban Zone
- Rural - Rural Production Zone
- Rural - Mixed Rural Zone
- Special Purpose - Healthcare Facility and Hospital Zone

Zone	Area (m2)
Residential - Single House Zone	201530
Residential - Mixed Housing Suburban Zone	349535
Residential - Mixed Housing Urban Zone	228575
Open Space - Conservation Zone	8465
Open Space - Informal Recreation Zone	15975
Business - Mixed Use Zone	48555
Business - Local Centre Zone	31130
Business - Light Industry Zone	24435
Future Urban Zone	83410

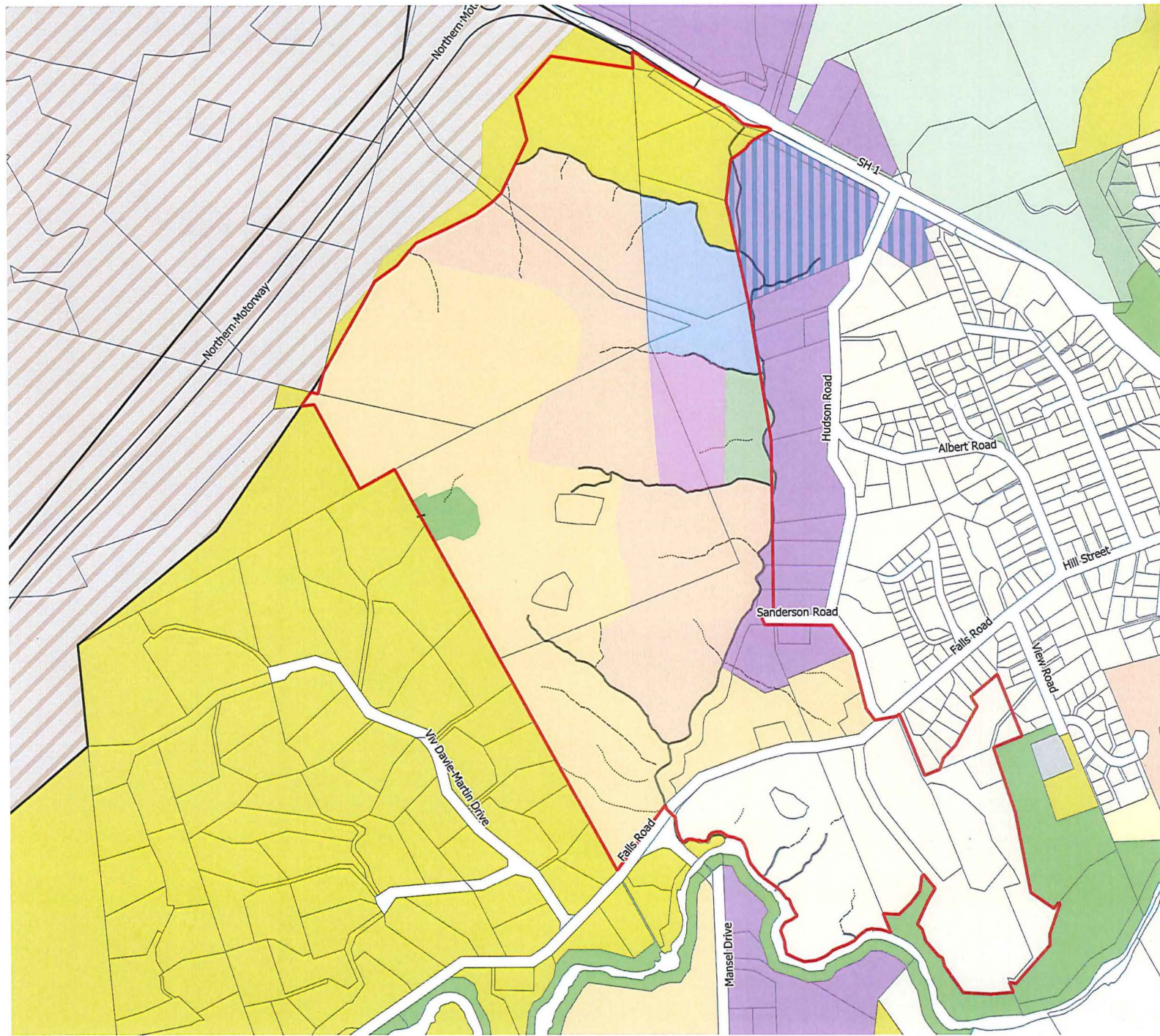


**CHESTER**  
chester.co.nz | chester.com.fj

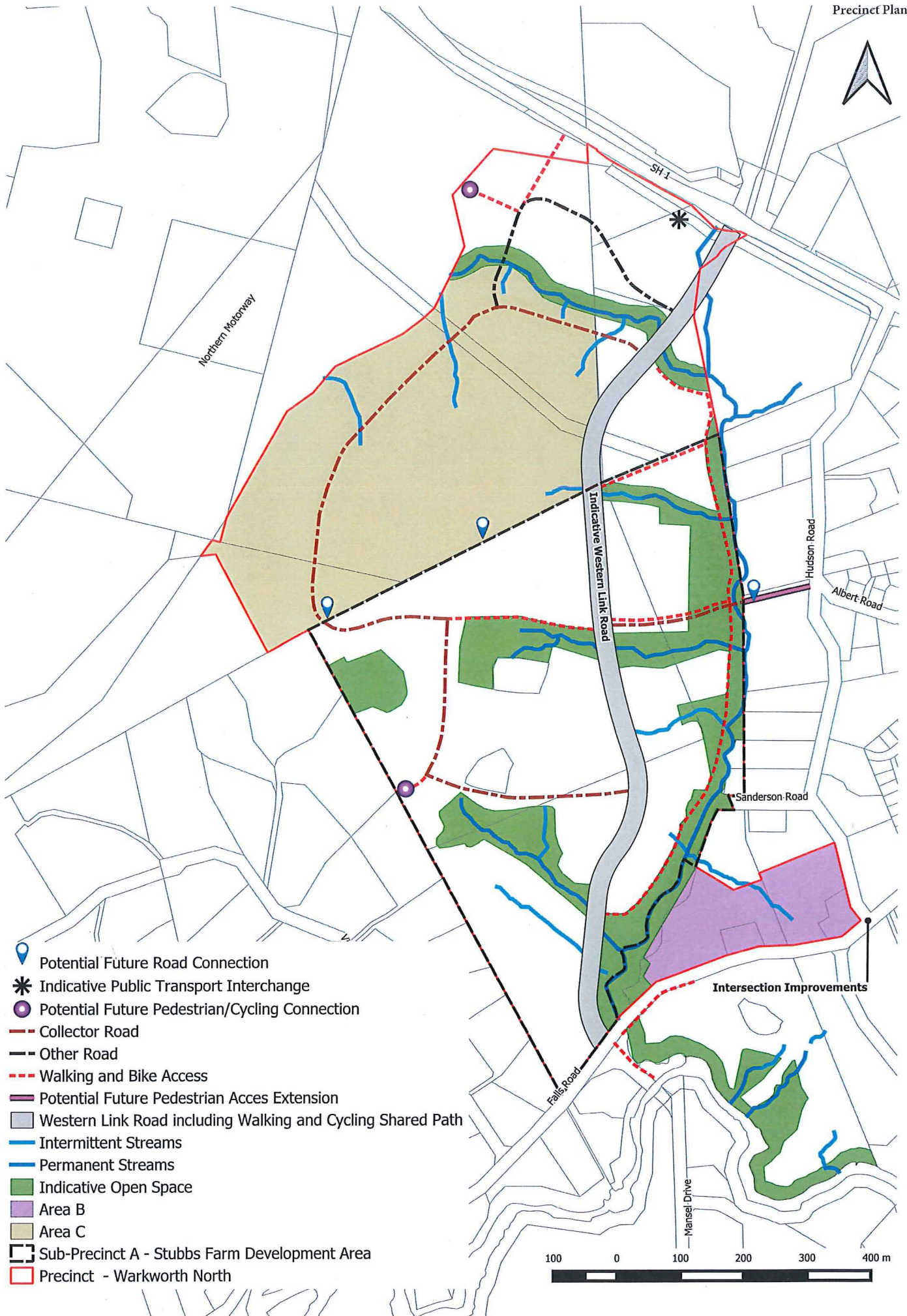
REVISION	DATE	COMMENT	CHECK
8	20/10/2019	WLR & MLR	RL
9	5/11/2019	REVISE ZONES	RL
10	20/11/2019	ZONES UPDATED	RL
11	29/01/2020	BDY & TABLE	RL
12	10/12/2020	REVISE ZONES	SR

















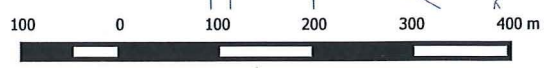
THESE DRAWINGS ARE COPYRIGHT AND REMAIN THE PROPERTY OF CHESTER CONSULTANTS LTD







-  Potential Future Road Connection
-  Indicative Public Transport Interchange
-  Potential Future Pedestrian/Cycling Connection
-  Collector Road
-  Other Road
-  Walking and Bike Access
-  Potential Future Pedestrian Acces Extension
-  Western Link Road including Walking and Cycling Shared Path
-  Intermittent Streams
-  Permanent Streams
-  Indicative Open Space
-  Area B
-  Area C
-  Sub-Precinct A - Stubbs Farm Development Area
-  Precinct - Warkworth North



## Annexure B

## AMENDMENTS TO PRECINCT PROVISIONS

Minor corrections in **Red**

Stormwater amendments identified in **Green**

WLR provisions identified in **Purple**

Setback from Viv-Davie Martin Drive identified in **Blue**

Amendments to enable live zoning at Falls / Hudson in **Brown**

Amendments to enable live zoning of the Middle Hill residential land in **Grey**

**Area of PC25 still at issue**

### Precinct Provisions

#### I552. Warkworth North Precinct

##### I552.1. 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.

A Sub-precinct A ~~is proposed~~ over the Stubbs Farm Development Area ~~to~~ secures the outcomes for watercourses, including mitigation related to the construction of the Western Link Road; and ~~to~~ 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.

### **I552.2. 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; **and**
  - e. providing a balance of employment land and places for people to live with a choice of living types and environments; **and**
  - 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.

### **I552.3. 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) ~~To provide for the delivery of the Western Link Road concurrent with adjacent built form development.~~ 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:
- Achieve a publicly accessible movement corridor as a unifying element of development within the Precinct;
  - Facilitate safe and legible pedestrian and cycling movements between residential zones and the Local Centre; and
  - 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.

#### I552.4. Activity table [rp/dp]

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

~~Note: For clarity, the activity status for development or subdivision in relevant underlying zones, Chapter E27 and for subdivision in E38 – Urban do continue to apply to development or subdivision in this precinct.~~

Table I552.4.1 Activity table

Activity		Activity status	
		Warkworth North Precinct	Sub-precinct A
<b>Subdivision and development [dp]</b>			
(A1)	Subdivision or development in the Warkworth North Precinct in accordance with standards I552.6.1, I552.6.3, I552.6.4, I552.6.5, and I552.6.6, and I552.6.6A.	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 I552.6.2, I552.6.3, or I552.6.4.	DA	DA
(A4)	Subdivision or development in the Warkworth North Precinct not meeting	NC	NC

	standards I552.6.1, I552.6.5, and I552.6.6, or I552.6.6A.		
(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
<del>(A6)</del>	<del>Construction of a building not meeting standard I552.6.7.</del>	<del>DA</del>	<del>DA</del>
<b>Streams and wetlands [rp]</b>			
<del>(A76)</del>	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

#### **I552.5 Notification**

- (1) ~~An application for resource consent for a controlled activity listed in Activity Table I552.4.1 above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(4) of the Resource Management Act 1991.~~
- (2) 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(4) of the Resource Management Act 1991:
- (a) Standard I552.6.1 Western Link Road;
  - (b) Standard I552.6.4 Vehicle access to Western link Road and roads with separated cycleways or shared paths;
  - (c) Standard I552.6.5 Staging.
- (3) 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(4) of the Resource Management Act 1991:
- (a) Standard I552.6.6 Standards for wastewater.
- (4) 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(4) of the Resource Management Act 1991:

- (a) Standard I552.6.2 Streams and wetlands;
- (b) Standard I552.6.3 – Pedestrian connections to the Local Centre;
- ~~(c) Standard I55.2.6.6A – Standards for Stormwater.~~

- (5) Any application for resource consent for an activity listed in Activity Table I552.4.1 and which is not listed in I552.5(1); I552.5(2); I552.5(3) or I552.5(4) above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (6) 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).

#### **I552.6. Standards**

- (1) Unless specified below, all relevant overlay, Auckland-wide and zone standards apply to all activities listed in Activity Table I552.4.1 above.
- (2) The following Auckland-wide rule does not apply to activity (A76), listed in Activity Table I552.4.1 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 I552.4.1 must comply with all Standards as relevant below.

#### **I552.6.1. 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 ~~occurring on~~ of land adjacent to the Western Link Road ~~shown on Precinct Plan 1~~ shall include the simultaneously construction of the adjacent portion of this Road to Collector Road standard ~~that~~ with:
  - a. a connects connection to Falls Road/ Mansel Drive ~~and/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. ~~with~~ 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).*

#### **I552.6.2. Standard – Stream Works within Sub-Precinct A for the Western Link Road**

Purpose:

- To ensure stream works for the construction of the WLR within **s**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).

#### **I552.6.3. 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.

**I552.6.4. 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.

**I552.6.5. 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 staged traffic effects from the development of the precinct are reconsidered addressed identified and mitigated as the staged urbanisation 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 requiredsought. For clarity ~~the exemption identified under E27.6.1.(42)(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 I552.6.5.1 are constructed:

**Table I552.6.5.1 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 ( <u>Western Link Road</u> ) with (as a minimum) <u>two approach lanes and one departure lane on Western Link Road.</u>



<u>any built form development in Area B identified on Precinct Plan 2</u>	<u>Provision of right turn bays on Falls Road and Hudson Road within the Falls Road/Hudson Road intersection.</u>
<u>built form development in Area C identified on Precinct Plan 2 up to 230 dwellings or dwelling equivalents</u>	<u>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.</u>  <u>Or</u> <u>Upgrade to Great North Road (SH1) / Matakana Link Road intersection to connect new collector road (Western Link Road).</u>
<u>built form development in Area C identified on Precinct Plan 2 between 230 and 289 dwellings or dwelling equivalents</u>	<u>Provision of signals at Falls Road / Mansel Drive intersection with upgrade to connect new collector road (Western Link Road) with:</u> <ul style="list-style-type: none"> <li>• <u>three approach lanes and two departure lanes on Western Link Road; and</u></li> <li>• <u>three approach lanes on Mansel Drive.</u></li> </ul> <u>Or</u> <u>Upgrade to Great North Road (SH1) / Matakana Link Road intersection to connect new collector road (Western Link Road).</u>
<u>any built form development:</u> <ul style="list-style-type: none"> <li>• <u>outside of Sub-precinct A, Area B and Area C identified on Precinct Plan 2;</u></li> <li>• <u>in Area C identified on Precinct Plan 2 not otherwise provided for above.</u></li> </ul>	<u>Upgrade to Great North Road (SH1) / Matakana Link Road intersection to connect new collector road (Western Link Road).</u>  <u>New collector road link from Falls Road / Mansel Drive to Great North Road (SH1)</u>

(1) For the purposes of Table I552.6.5.1 Threshold for Development – Transport, Dwelling equivalents shall be calculated in accordance with the following:

<u>Type</u>	<u>Dwelling equivalent</u>
<u>Retirement village unit</u>	<u>0.4</u>
<u>Rest home bed</u>	<u>0.4</u>

Visitor accommodation room	0.75
----------------------------	------

#### **I552.6.6. 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.

#### **I552.6.6A 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.

#### **I552.6.7. 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 which adjoin a from the boundary with a Viv Davie-Martin Drive site must be set back from the shared boundary by a minimum depth of 9m-4m.

#### **I552.6.8. 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.

#### **I552.7. Assessment – controlled activities**

There are no controlled activities in this precinct.

#### **I552.8. Assessment – restricted discretionary activities**

##### **I552.8.1. 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 I552.3(3) and 1552.3.(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.

#### **I552.8.2. 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, ~~which includes.~~ 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 I552.3.(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)~~
- (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 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).

#### **I552.9. 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 I552.2(1)d; Policy I552.3(6) and Standard I552.6.3.
- (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 I552.6.5. Standards for staging.

#### **I552.10. Precinct plans**

I552.10.1. Precinct Plan 1 – Warkworth North Precinct Plan

I552.10.2. Precinct Plan 2 – Multi Modal Transportation Connections and Open Space