

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

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



Send your submission to [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz) or post to :

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

For office use only
Submission No:
Receipt Date:

## Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Denise Lyn Civil

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

on behalf of Joan Civil & Ian Civil

Address for service of Submitter

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Fax/Email:

icivil@xtra.co.nz

Contact Person: (Name and designation, if applicable)

## Scope of submission

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

Plan Change/Variation Number

PPC25

Plan Change/Variation Name

Warkworth North

The specific provisions that my submission relates to are:

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

Plan provision(s)

Or

Property Address

Or

Map

Proposed Warkworth North Plan Change: Proposed Zoning Map.

Or

Other (specify)

## Submission

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

I support the specific provisions identified above

I oppose the specific provisions identified above

I wish to have the provisions identified above amended

Yes

No

1.1

The reasons for my views are: Concerns regarding the proximity of Residential - Single Housing zoning immediately adjacent to a farmed property potentially restricting farming activities & causing nuisance with the farm activities

(continue on a separate sheet if necessary)

I seek the following decision by Council:

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

Revise the zoning plan to have an area zoned Open Space immediately adjacent to the boundary with Sec 20 SO495251 ie the property at 141 Carran Road.

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

*Dennis Cive*

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

8 June 2019.

Date

**Notes to person making submission:**

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

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

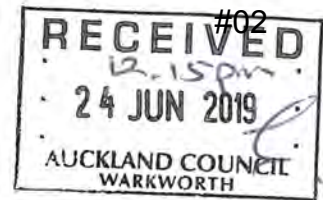
If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

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

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

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

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



Form 5

Submission on notified proposal for policy statement or plan, change or variation  
Clause 6 of Schedule 1, Resource Management Act 1991  
To Auckland Council

**Name of submitter: Chad & Carly Ranum**

This is a submission on a change proposed to the following plan:

Auckland Unitary Plan Operative in part - **Plan Change 25(Private): Warkworth North.**

I could not gain an advantage in trade competition through this submission  
I am directly affected by an effect of the subject matter of the submission  
that—

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

**By way of introduction, we are the owners and occupiers of 12 Viv Davie-Martin Drive (site size 8081m<sup>2</sup>) and our house is located on the south-western boundary of the proposed plan change area. It also abuts a proposed road linkage to Viv Davie-Martin Drive from the proposed plan change area, which could potentially route through our property.**

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

1. The provisions relating to the proposed change to the zoning of the land within the plan change area abutting our land, namely the provisional zonings on the western boundary in the zoning map of Appendix 1 of the plan change and the proposed precinct provisions for Warkworth North precinct set out below the zoning maps; and

2. The provisions relating to proposed transportation linkages between the land in the proposed private plan change and Viv Davie-Martin Drive, namely:

- I1.2 Objective (1)(a) which is to provide key road connections securing an east west link to connect with the Mansel Drive extension;
- I1.3 Policies (transport connections are mentioned regarding zoning and open space also the need for an indicative western link route as a policy and is supported but need for linkages beyond the site to other roads outside the sub precinct is not mentioned and not supported);
- the provisions set out in Activity Table 10.4.1 (A2), which make a restricted discretionary activity of *subdivision or development of land including or adjacent to "future road connections" indicated on the Warkworth North Precinct Plan*; Arguably this would relate to the indicative road connection shown to Viv Davie-Martin Dr but the objectives and policies do not support its inclusion.
- the matters for discretion in I1.8.1(1) and assessment criteria for restricted discretionary activities in I1.8.2(1) for Roading infrastructure that takes into account the extent the transportation needs of Warkworth North and the wider area and takes into account the extent to which roading connections are provided to adjacent land areas as indicated on Precinct Plan 1 – Warkworth North Precinct. Again, the objectives and policies support this

in relation to the Western link route but not local connections to adjacent areas as these are not mentioned.

3. The planning maps and supporting information relating to zoning and roading matters for the sub-precinct, for example Appendix 9 Neighbourhood Design Statement.

**My submission is:**

- We oppose the specific provisions referred to above relating to the transportation linkages to Viv Davie-Martin Drive (hereinafter referred to as VDMD), for the reasons set out below; and
- We oppose the provisions referred to above relating to the zoning and configuration of the residential area that is to be located on our north-eastern boundary for the reasons set out below.
- We support the general layout except to the extent set out specifically below with regard to the proposed neighbourhood centre and except to the extent that we seek potential new open space on the western boundary of the plan change area.

1.0 Zoning

1.1 While it is acknowledged that the land in Viv Davie-Martin Drive (VDMD) is proposed to be zoned Single House zone under the Warkworth Structure Plan and potentially with an overlay to allow for larger site sizes reflecting its already fully developed residential nature, it is also likely that it will be one of the last of the areas within that structure plan to be redeveloped.

1.2 This assertion is in no small part due to the nature of the ownership structures within VDMD, the fact that the subdivision is fully realised and consists of an established community and also because of the covenants on the titles intended to retain the type of amenity the proposed change of zoning will inadvertently compromise.

1.3 When or if a re-development of this discrete community eventually occurs, there is still a likelihood of an "Area for potential increase to minimum site size" overlay which would increase the minimum lot size from the standard 600m<sup>2</sup> to somewhere between 1,500m<sup>2</sup> – 2,500m<sup>2</sup> (exact size to be determined at the plan change stage) – source: Auckland Council's Warkworth Draft Structure Plan Response to feedback on draft plan document dated May 2019 at 2.2.6.

1.4 We would generally support this more spacious residential zoning for our property but note that if a road is to be put through it, we would expect to be able to utilise smaller site sizes for development purposes. If we are to lose my amenity then we should be able to gain in development potential. We recognise that this decision is outside the scope of the present plan change but offer our opinion for context.

1.5 The VDMD subdivision is fully developed and a spacious semi-rural lifestyle has been created for and by its residents, which was reflected in its original rural zoning of Countryside Living. Council planning staff have acknowledged as much in the Structure Plan feedback document, noting the "compromised nature of this area to achieve standard urban development (i.e. fragmented land

parcels, multiple different owners, covenanted bush areas, geotechnical issues, limited road access) and also acknowledges the current spacious residential amenity of the area”.

1.6 We generally support the proposed new residential zoning on the western boundary of the proposed plan change area (sub precinct A) however would like to see an Open Space zone or recreational space of no less than 6m width as a buffer between the two residential land areas.

1.7 There is no difference between single house or Mixed Housing Suburban zone in relation to the rear yard setback and proximity to the lifestyle blocks of VDMD however it is considered that in terms of amenity, the Mixed Housing Suburban zone is able to be more responsive to the peculiarities of contour and other features and generally is able to provide for more flexibility of housing. This could also assist with providing better urban design outcomes as the terrain is not flat and it is generally acknowledged that different residential typologies can adapt and be more responsive to sloping sites of various steepness.

1.8 In terms of the need for a buffer between VDMD and the proposed sub-precinct western boundary abutting it, the residential amenity of residents on the eastern side of VDMD will be severely compromised by the proposed residential zoning. This is because the bulk and location standards under the Unitary Plan zoning rules for Single House or Mixed Housing Suburban zones allow for relatively large houses on small lots, which can be sited at that boundary with rear and side yard setbacks of only one metre.

1.9 The existing housing pattern on VDMD and its orientation to boundaries of what was until recently an expansive farm means that the residential amenity of the VDMD housing stock abutting the private plan change area will be adversely affected to a severe degree. The houses were never built to abut urban density to that degree and there is no buffer proposed of a planted recreational strip or other amenity-saving devices.

1.10 By zoning a sufficient strip of land from the plan change’s proposed residential zone to open space zone or similar on that western edge to accommodate a planted strip, a buffer could be achieved. This buffer between single house or Mixed Housing Suburban zone and the lifestyle blocks of VDMD would not necessarily reduce the number of houses but would allow for smaller yard setbacks without loss of amenity, and if Mixed Housing Suburban zone were utilised in conjunction with it, more flexibility of housing.

1.11 It is suggested that the green buffer setback be in an Open Space or other recreational zoning rather than a mechanism such as a restrictive covenant to be brought down on to future titles. This is because an open space zoning could create a specifically recreational amenity strip, useful for jogging, walking, play, crossfit and/or similar activities for the benefit of residents of the plan change area. To be informally walkable, it does not necessarily require the formation of elaborate footpaths but could be kept slightly wilder yet traversable. This would serve to fulfil some of the recreational, ecological habitat, green space and amenity needs for the plan change area without compromising the present on-site amenity enjoyed by the VDMD residents. Not all green space needs to be intensively managed and in suburban areas today “waste green space” for exploration and unstructured play by children is often a missing element.

## 2.0 Rooding

- 2.1 It is acknowledged that the protection of key transportation linkages is vital in a planning exercise such as this. In my view the proposed plan change achieves this with the protection of a proposed Western Link Road, a key transport connection.
- 2.2 The Pacific Environments NZ Ltd Neighbourhood Design Analysis of Appendix 9 sets out constraints and opportunities, of which the compatibility of adjacent edges is a constraint and potential external connections to the existing movement network are opportunities. However, unlike Albert Rd and Sanderson Rd connections, VDMD is not a part of the movement network and not shown on Fig 17 (pg 16) as an opportunity.
- 2.3 Aside from the Western Link Road, the proposed route to undeveloped land in the north, and the need for internal rooding layout that is safe, workable and well connected within the plan change area itself, linkages to land off-site to the western life style block area of VDMD do not appear to be key, or indeed at all necessary on a traffic network or transportation basis.
- 2.4 Instead, protection of such unnecessary connections and the potential resulting upgrading of VDMD to a collector road imposes uncertainty and adverse effects on the landowners affected by such protection, potentially until the next 10-year planning horizon. Enabling people and communities to provide for their social, economic and cultural well-being can mean allowing people the freedom to enjoy their land unencumbered by unnecessary indicative road protections which are not justified on a resource management basis.
- 2.5 Appendix 19 of the PPC documents contains the Objectives and policies assessment table. Policies of the Unitary Plan include c) integrating land use and transport supporting a range of transport modes (d) support the efficient provision of infrastructure. The comment is that a precinct is proposed to secure key road connections, providing an indicative route for the Western Link Road and also future local road connections to adjacent land. Yet nowhere is it stated that the future road connections to VDMA are actually key – it is a box ticked to make the sub precinct PPC appear complete for planning purposes, even if it is not necessary (or able to be cost effectively developed) and is at the expense of some VDMD landowners.
- 2.6 In B3.3 Transport objectives and policies the same is repeated. Proposed road connections are stated to be secured by the precinct to ensure that future connections to adjacent land can be provided. It is not acknowledged that such protection comes at a cost. In fact, the burden of maintaining the potential connection in question is basically falling on existing residential landowner's such as myself and my family.
- 2.7 The Integrated Transport Assessment in Appendix 12 of the plan change does not shed further light on the need for the proposed connections to VDMD based on sound transportation planning reasons. The links are stated to "ensure the permeability and integrity of walking, cycling and rooding connections is maintained". Aside from the fact that there are no existing permeable and integral linkages to maintain, it misses the point that there needs to be a resource management justification for the creation and future protection of proposed linkages to an adjoining subdivision.

2.8 VDMD as a subdivision is unlikely to ever achieve significant residential density even if re-developed, because it is steep, has an established housing pattern, restrictive covenants and a body corporate associated with land tenure, and has geotechnical and other challenges. Its existing connection with Falls Road is considered perfectly adequate because the reality is that the increase in residents and thus traffic generation for this particular enclave is unlikely to increase dramatically. Unless there is a unanimous decision of all landowners of the body corporate to change the rules, it will not be able to be further subdivided or become significantly more populated.

2.9 In terms of amenity, there is no advantage to the residents accessing the proposed plan change area via a new local road connection. It is just as easy to drive to the neighbourhood centre or other areas by the established road network if they so desired. Reliance on private transport will still be required for VDMD residents due to the terrain and the lack of requisite population density for public transit. The proposed local/neighbourhood centre is no more proximate and considerably less useful to residents of VDMD than the nearby retail and commercial centres of Warkworth central and Woodcocks Rd.

2.10 In short, while connectivity and permeability are laudable concepts there are places, such as VDMD, where it is neither key nor particularly needed even assuming a scenario where the subdivision is redeveloped to its full potential under a higher residential density.

2.11 On the precinct side of the fence, the developer will achieve more housing fronting a road than a cul de sac formation allows, but the road will effectively simply terminate and remain a cul de sac anyway if the connection to VDMD is not made.

2.12 What the protection of these proposed connections does do is disadvantage existing landowner such as myself in VDMD. In the most likely event that the land including and surrounding the link is not further intensified, we are imposed upon by development controls that require resource consent for all development on our land.

2.13 The type of development that would require consent would include additions and alterations to my dwelling and also the construction of new residential accessory buildings, such as a potting shed or an implement shed, which are currently a permitted activity in the Future Urban zone provided a 6m side yard setback and other bulk and location controls are met.

2.14 In theory we could also apply for a minor household unit as a restricted discretionary activity on our land. We could at the present time meet all the controls but with a potential road shown through our property there would be little change of success because it would not meet policy H18.3.6, which requires development not to compromise future local transport network or hinder or prevent future urban development. Without the proposed road, which would probably never be constructed, we would likely be able to further develop our land our family's future needs.

2.15 In the event that we chose instead to sell, we also suffer the disadvantage of a route shown on planning documents that makes the land less attractive to be on-sold. People do not want to buy a property that has a potential road shown it.

2.16 So, although it is easy to put lines on plans showing connectivity and thereby tick a planning or urban design outcome box, this aspect of compliance with general policies is not value neutral

and is not imposed without burden. In this case the burden is on our family and the benefit is on the developer of the adjacent land.

### 3.0 Other

3.1 We generally support the layout of the proposed plan change but have concerns that the neighbourhood centre is too small for the proposed population of the area and that a local centre would be more appropriate.

3.2 Like many who gave feedback to the WW spatial plan, we agree with having additional small-scale local centres allowing for a growing population to have community resources and to reduce the pressure on the existing Warkworth town centre.

3.3 We disagree with the neighbourhood centre as it is too small and would not allow a diversity of activity to occur. However, I agree with its location.

3.4 We also feel that a local centre is not likely to compete with Warkworth town centre. If anything is to compete with or undermine the town centre it will be big box retail on the periphery, allowing free parking and essentially taking custom from small shops in the town centre. The lure of one-stop shopping with free parking is strong, particularly in a township like Warkworth where walkability from surrounding areas is not ideal.

I seek the following decision from the local authority:

- |     |  |
|-----|--|
| 2.1 | 1. That the area with lots shown immediately opposite our boundary be zoned Mixed Housing Suburban zone; and   |
| 2.2 | 2. That a 6m width strip along the western boundary with the VDMD subdivision be shown as Indicative Open Space in Precinct Plan 1.  |
| 2.3 | 3. That the indicative road layout that incorporates linkages to VDMD be removed from the planning documents (eg. Precinct Plan 1), particularly the proposed route potentially through our property at 12 Viv Davie-Martin Drive, and that relevant plans be amended to show the proposed road on the plan change side as a residential cul-de-sac. |
| 2.4 | 4. That the proposed I1.4 Activity Table of 10.4.1 be re-worded at (A2) by deleting the words "future road connections" and replacing them with <i>indicative road connections to Sanderson Road, Albert Road, Hudson Road and to the adjacent land to the north.</i>  |
| 2.5 | 5. That the remainder of the plan change be kept in the form proposed with the exception of the proposed Neighbourhood Centre, which we would like to see changed to a Local Centre to offer a better outcome for social and community cohesion.   |

We wish to be heard in support of our submission.

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



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

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



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

For office use only	
Submission No:	
Receipt Date:	<b>RECEIVED</b> 12.15 pm <b>24 JUN 2019</b> AUCKLAND COUNCIL WARKWORTH

## Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms (Full Name)

ROBERT WHITE

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

Address for service of Submitter

44 VIV DAVIE-MARTIN DRIVE, WARKWORTH 0984

Telephone:

0278 222 083

Fax/Email:

robert@subsec0.co.nz

Contact Person: (Name and designation, if applicable)

## Scope of submission

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

Plan Change/Variation Number

PPC25

Plan Change/Variation Name

Warkworth North

The specific provisions that my submission relates to are:

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

Plan provision(s)

see attached sheets (also in Form 5 format)

Or

Property Address

Or

Map

Or

Other (specify)

## Submission

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

I support the specific provisions identified above

I oppose the specific provisions identified above

I wish to have the provisions identified above amended

Yes

No

} see attached sheets in Form 5 format which contain my full submission

The reasons for my views are: *see attached sheets*

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

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

Decline the proposed plan change / variation

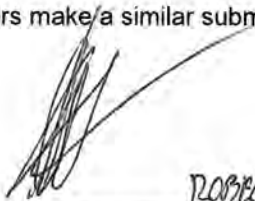
If the proposed plan change / variation is not declined, then amend it as outlined below.

*See attached sheets*

I wish to be heard in support of my submission

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

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



*ROBERT V. WHITE*

*24-6-19*

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

Date

**Notes to person making submission:**

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

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

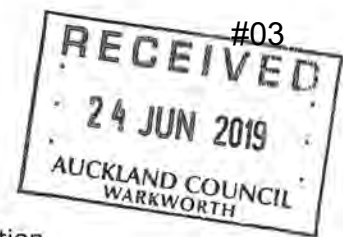
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I could  / could not  gain an advantage in trade competition through this submission.

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

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

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Submission on notified proposal for policy statement or plan, change or variation  
Clause 6 of Schedule 1, Resource Management Act 1991  
To Auckland Council

Name of submitter: **Robert White**

This is a submission on a change proposed to the following plan:

Auckland Unitary Plan Operative in part - **Plan Change 25(Private): Warkworth North.**

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

I am directly affected by an effect of the subject matter of the submission  
that—

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

**By way of introduction, I am the owner and occupier of 44 Viv Davie-Martin Drive and my house is located on the south-western boundary of the proposed plan change area. It also immediately abuts a proposed road linkage to Viv Davie-Martin Drive from the proposed plan change area, which would route straight through my property to create the said linkage.**

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

1. The provisions relating to the proposed change to the zoning of the land within the plan change area abutting my land, namely the provisional zonings on the western boundary in the zoning map of Appendix 1 of the plan change and the proposed precinct provisions for Warkworth North precinct set out below the zoning maps; and

2. The provisions relating to proposed transportation linkages between the land in the proposed private plan change and Viv Davie-Martin Drive, namely:

- 11.10.1.1 Precinct Plan 1 – Warkworth North Plan Change dated 18/1/2019.
- 11.2 Objective (1)(a) which is to provide key road connections securing an east west link to connect with the Mansel Drive extension;
- 11.3 Policies (transport connections are mentioned regarding zoning and open space also the need for an indicative western link route is a policy but need for linkages beyond the site to other roads outside the sub precinct is not mentioned;
- the provisions set out in Activity Table 10.4.1 (A2), which makes a restricted discretionary activity of *subdivision or development of land including or adjacent to "future road connections" indicated on the Warkworth North Precinct Plan*;
- the matters for discretion in 11.8.1(1) and assessment criteria for restricted discretionary activities in 11.8.2(1) for Rooding infrastructure that takes into account the extent the transportation needs of Warkworth North and the wider area and takes into account the extent to which rooding connections are provided to adjacent land areas as indicated on Precinct Plan 1 – Warkworth North Precinct.
- 3. The planning maps and supporting information relating to zoning and rooding matters for the sub-precinct, for example Appendix 9 Neighbourhood Design Statement and Appendix

## 12 Integrated Transport Assessment and the Warkworth North Plan Change Section 32 Report.

### **My submission is:**

- I oppose the specific provisions referred to above relating to the transportation linkages to Viv Davie-Martin Drive (hereinafter referred to as VDMD), for the reasons set out below; specifically, the proposed transportation linkages to VDMD are not demonstrated to be required for sound transportation planning and urban design purposes in this particular location and disadvantage me strongly.
- I oppose the specific provisions referred to above relating to the zoning to be located on my north-eastern boundary for the reasons set out below; specifically, that the lack of a buffer between the interface of the plan change area and its western boundary sets up reverse sensitivity issues for existing land uses in VDMD and also will adversely affect my residential and general amenity to a significant degree.
- I support the general layout except to the extent set out specifically below with regard to the proposed neighbourhood centre and potential new open space on the western boundary of the plan change area.

### 1.0 Zoning .

1.1 While it is acknowledged that the land in Viv Davie-Martin Drive (VDMD) is proposed to be zoned Single House zone under the Warkworth Structure Plan and potentially with an overlay/subdivision variation control to allow for larger site sizes reflecting its already fully developed residential nature, it is also likely that it will be one of the last areas within that structure plan to be redeveloped.

1.2 This assertion is in no small part due to the nature of the ownership structures within VDMD, the fact that the subdivision is fully realised and consists of an established community and also because of the private covenants on the titles intended to retain the type of amenity the proposed change of zoning will inadvertently compromise.

1.3 When or if a re-development of this discrete community eventually occurs, there is still a likelihood of an "Area for potential increase to minimum site size" overlay which would increase the minimum lot size from the standard 600m<sup>2</sup> to somewhere between 1,500m<sup>2</sup> – 2,500m<sup>2</sup> (exact size to be determined at the plan change stage) – source: Auckland Council's Warkworth Draft Structure Plan Response to feedback on draft plan document dated May 2019 at 2.2.6. and Figure 1 Warkworth Structure Plan June 2019 – Land Use Plan.

1.4 The VDMD subdivision is fully developed and a spacious semi-rural lifestyle has been created for and by its residents, which was reflected in its original zoning of Countryside Living. Council planning staff have acknowledged as much in the Structure Plan feedback document, noting the "compromised nature of this area to achieve standard urban development (i.e. fragmented land

parcels, multiple different owners, covenanted bush areas, geotechnical issues, limited road access) and also acknowledges the current spacious residential amenity of the area”.

1.5 This residential amenity, particularly on its eastern boundary, will be severely compromised if the proposed zoning on the western boundary of the private plan change area is Single House zone or Mixed Housing Suburban zone. This is because the bulk and location standards under the Unitary Plan zoning rules mean that large houses on small lots can be sited at that boundary with rear and side yard setbacks of only one metre.

1.6 The existing housing pattern on VDMD and its orientation and proximity to boundaries of what was until recently an expansive farm means that the use and amenity of the VDMD sites abutting the private plan change area will be adversely affected. The houses were never built to abut urban density to that degree and also many of the holdings are farmlets and run stock. There is no buffer proposed of a planted recreational strip or other amenity-saving devices.

1.7 My house is close to that interface and will be one of the most severely affected. Like many of my neighbours I also run cattle on my land and intend to keep doing so. There is potential for reverse sensitivity effects to arise which are not acknowledged in the s32 report for the plan change on the basis that VDMD is changing to a residential zoning in the future. Having the western edge of the plan change area where it interfaces with VDMD residential lots changed to Large Lot zone would assist as a buffer because the rear yard setback is 6m rather than 1m.

1.8 An alternative to Large Lot zoning would be to provide an interface buffer of recreational space. By zoning a sufficient strip of land from the plan change’s proposed residential zone to open space zone or similar on that western edge to accommodate a planted strip, a buffer could be achieved. This buffer between single house or Mixed Housing Suburban zone and the lifestyle blocks of VDMD would not necessarily reduce the number of houses but would allow for smaller yard setbacks without loss of amenity, and if Mixed Housing Suburban zone were utilised in conjunction with it, more flexibility of housing.

1.9 This open space zoned buffer could be of benefit to the future residents of the plan change area by offering an informally walkable area. In other words, it does not necessarily require the formation of elaborate footpaths or planting but could be kept slightly wilder yet traversable. This would serve to fulfil some of the recreational, ecological habitat, green space and amenity needs for the plan change area without compromising the present on-site amenity enjoyed by the VDMD residents. Not all green space needs to be intensively managed and in suburban areas today “waste green space” for exploration and unstructured play by children is often a missing element.

1.10 A further potentially acceptable alternative, is for provisions to be added to the Precinct Plan so that at subdivision stage a restrictive covenant is placed on the titles of the lots immediately adjacent to my property at 44 VDMD. The restrictive covenant would need to specify that no building is to be constructed within 6m of the rear boundary.

## 2.0 Roading

2.1 It is acknowledged that the protection of key transportation linkages is vital in a planning process such as this one and the proposed plan change achieves this with the protection of a proposed Western Link Road, a key transport connection.

2.2 The Pacific Environments NZ Ltd Neighbourhood Design Analysis of Appendix 9 sets out constraints and opportunities, of which the compatibility of adjacent edges is a constraint and potential external connections to the existing movement network are opportunities. However, unlike Albert Rd and Sanderson Rd connections, VDMD is not a part of the movement network and not shown on Fig 17 (pg 16) as an opportunity.

2.3 Aside from the Western Link Road, the proposed route to undeveloped land in the north, and the need for internal roading layout that is safe, workable and well connected within the plan change area itself, linkages to land off-site to the western life style block area of VDMD do not appear to be key, or indeed at all necessary on a traffic network or transportation basis.

2.4 Instead, protection of such unnecessary connections and the potential resulting upgrading of VDMD to a collector road imposes uncertainty and adverse effects on the landowners affected by such protection, potentially until the next 10-year planning horizon. Enabling people and communities to provide for their social, economic and cultural well-being can mean allowing people the freedom to enjoy their land unencumbered by unnecessary indicative road protections which are not justified on a resource management basis.

2.5 Appendix 19 of the PPC documents contains the Objectives and policies assessment table. Policies of the Unitary Plan include c) integrating land use and transport supporting a range of transport modes (d) support the efficient provision of infrastructure. The comment is that a precinct is proposed to secure key road connections, providing an indicative route for the Western Link Road and also future local road connections to adjacent land. Yet nowhere is it stated that the future road connections to VDMA are actually key – it is a box ticked to make the sub precinct PPC look complete for planning purposes, even if it is not necessary (or able to be cost-effectively developed) and is at the expense of some VDMD landowners.

2.6 In B3.3 Transport objectives and policies the same is repeated. Proposed road connections are stated to be secured by the precinct to ensure that future connections to adjacent land can be provided. It is not acknowledged that such protection comes at a cost. In fact, the burden of maintaining the potential connection in question is basically falling on existing residential landowner's such as myself.

2.7 The Integrated Transport Assessment in Appendix 12 of the plan change does not shed further light on the need for the proposed connections to VDMD based on sound transportation reasons. The links are stated to "ensure the permeability and integrity of walking, cycling and roading connections is maintained". Aside from the fact that there are no existing permeable and integral linkages to maintain, it misses the point that there needs to be a resource management justification for the creation and future protection of proposed linkages to an adjoining subdivision.

2.8 VDMD as a subdivision is unlikely to ever achieve significant residential density even if re-developed, because it is steep, has an established housing pattern, restrictive covenants and a body corporate associated with land tenure, and has geotechnical and other challenges. Its existing connection with Falls Road is considered perfectly adequate because the reality is that the increase in residents and thus traffic generation for this particular enclave is unlikely to increase dramatically. Unless there is a unanimous decision of all landowners of the body corporate to change the rules, it will not be able to be further subdivided or become significantly more populated.

2.9 In terms of amenity, there is no advantage to the VDMD residents accessing the proposed plan change area via a new local road connection. It is just as easy to drive to the neighbourhood centre or other areas by the established road network if they so desired. Reliance on private transport will still be required for VDMD residents due to the terrain and the lack of requisite population density for public transit. The proposed local/neighbourhood centre is no more proximate and considerably less useful to residents of VDMD than the nearby retail and commercial centres of Warkworth central and Woodcocks Rd. In short, while connectivity and permeability are laudable concepts there are places, such as VDMD, where it is neither key nor particularly needed.

2.10 On the precinct side of the fence, the developer will achieve more housing fronting a road, not a cul de sac, but the road will effectively remain an awkwardly terminated cul de sac anyway if the connection to VDMD is not made.

2.11 What the protection of these proposed connections does do is disadvantage existing landowner such as myself in VDMD. In the most likely event that the land including and surrounding the link is not further intensified, we are imposed upon by development controls that require resource consent for all development on our land.

2.12 The type of development that would require consent would include additions and alterations to my dwelling and also the construction of new residential accessory buildings, such as a potting shed or an implement shed, which are currently a permitted activity in the Future Urban zone provided a 6m side yard setback and other bulk and location controls are met.

2.13 The Unitary Plan provides for a minor household unit as a restricted discretionary activity, which I could in theory apply for on my land for my retirement. I assume the amendment of any private covenant requiring the consent of the landowners in VDMD but in the circumstances (the proposed urban zoning to occur on VDMD) I am confident that this would be agreed to for my site. I could at the present time meet all the controls but now, with a potential road shown through the easiest and least constrained part of my property, there would be little change of success because it would not meet policy H18.3.6, which requires development not to compromise future local transport network or hinder or prevent future urban development. Without a proposed road, probably never to be constructed, I would likely be able to further develop my land for my retirement.

2.14 In the event that I chose instead to sell, I also suffer the disadvantage of a route shown on planning documents that makes the land less attractive to be on-sold. People do not want to buy a property that has a potential road shown through the middle of the only usable, well contoured and least constrained area on the site. Or, in the case of my neighbour's property, potentially through his house.

2.15 So, although it is easy to put lines on plans showing connectivity and thereby tick a planning or urban design outcome box, this aspect of compliance with general policies is not value neutral and is not imposed without burden. In this case the burden is on me and the benefit is on the developer of the adjacent land.

### 3.0 Other

3.1 I generally support the layout of the proposed plan change but I have concerns that the neighbourhood centre is too small for the proposed population of the area and that a local centre would be more appropriate. Council's reasoning in the Structure Plan as to why only a small neighbourhood centre is required does not take into account that this centre will service future planned development as well as surrounding existing residential development such as that in Albert Road, Hill St and potentially Victoria St, Hudson Rd and Falls Road.

3.2 Like many who gave feedback to the Warkworth spatial plan, I agree with having additional small-scale local centres allowing for a growing population to have community resources which offer a better outcome for social and community cohesion. A local centre will also reduce the pressure on the existing Warkworth town centre, which is constrained by the existing planning provisions limiting the size of premises and heights as well as historic site development and ownership patterns.

3.3 I disagree with the neighbourhood centre as it is too small and would not allow a diversity of activity to occur. However, I agree with its location.

3.4 I also feel that a local centre is not likely to compete with Warkworth town centre. If anything is to compete with or undermine the town centre it will be big box retail on the periphery, allowing free parking and essentially taking custom from small shops in the town centre. The lure of one-stop shopping with free parking is strong, particularly in a township like Warkworth where walkability from surrounding areas is not ideal.

I seek the following decision from the local authority:

- 3.1 | 1. That the area immediately opposite my rear boundary of 44 VDMD be provided with a 6m wide buffer for the length of my property or more. This could be achieved by a number of mechanisms such as zoning the land residential large lot zone, not single lot zone nor Mixed Housing Suburban zone. Alternatively, that a strip of land between the boundary of VDMD and the plan change area's western boundary of a minimum 6m in width be zoned Open Space or be otherwise formally protected for recreation purposes and planted out as a buffer between the two residential land areas; or that provisions in the Precinct Plan are added to require restrictive covenants to be placed at subdivision stage on the titles of any proposed lots immediately adjacent to my property at 44 VDMD. The restrictive covenants would need to specify that no building is to be constructed within 6m of the rear boundary; and
- 3.2 | 2. That the indicative road linkages to VDMD be deleted from the Precinct Plan.
- 3.3 | 3. That the indicative road linkages to VDMD be deleted from the Warkworth North Structure Plan.
- 3.4 | 4. That the proposed Neighbourhood Centre change to a Local Centre.

I wish to be heard in support of my submission.


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



Signature of submitter

(or person authorised to sign

on behalf of submitter)

  
.....

Date

24/6/19.

LISA CAPES  
PLANNING CONSULTANT.  
FOR ROBERT WHITE AND AUTHORISED  
BY HIM TO SIGN ON  
HIS BEHALF

Electronic address for service of submitter: robert@subseco.co.nz

Telephone: 0278 222 083

Postal address: 44 Viv Davie-Martin Drive, Warkworth, Auckland

Contact person: Robert White, landowner

Signatures of submitters

(or person authorised to sign

on behalf of submitter)

A handwritten signature in blue ink, appearing to read "Chad Ranum", written over a dotted line.

Date 23 June 2019

Electronic address for service of submitter: chadranum@hotmail.com

Telephone: 021 08366989

Postal address: 12 Viv Davie-Martin Drive, Warkworth, Auckland

Contact person: Chad Ranum, landowner

---

The following customer has submitted a Unitary Plan online submission.

**Contact details**

Full name of submitter: Maxine Hatfull

Organisation name:

Agent's full name: Maxine Hatfull

Email address: hatfull@xtra.co.nz

Contact phone number:

Postal address:  
87 Hudson Rd  
Warkworth  
Warkworth 0910

**Submission details****This is a submission to:**

Plan modification number: PPC 25

Plan modification name: Warkworth North

**My submission relates to**

Rule or rules:

Submission on the Auckland Unitary Plan. Proposed Warkworth North Plan Change 25 Stubbs Farm.

Property address:

Map or maps:

Other provisions:

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

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

I fully support the proposal that has been proposed for the Stubbs Farm development. It fits in with supporting affordable housing. It carefully looks after the waterways and allows for more landscaping to develop these areas. The change they have requested protects the residents that currently live in the area and further develops walking and cycling tracks. Having more Industrial along Hudson Road will only cause more noise pollution, and it is already bad enough. By developing the Western Link Road immediately will support the network roading system for the area and support a future proposal of a network hub near the showgrounds. The planning proposals allows for Warkworth to develop as a community, offers employment and housing in aesthically appealing way. I like the enhanced green spaces and the well thought out roading and differential housing.

4.1 | I or we seek the following decision by council: Accept the plan modification

Submission date: 27 June 2019

**Attend a hearing**

Do you wish to be heard in support of your submission? No

**Declaration**

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

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

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

Yes

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

**From:** [UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** Unitary Plan Publicly Notified Submission - PPC 25 - Pauline Preen  
**Date:** Thursday, 27 June 2019 3:45:33 PM

---

The following customer has submitted a Unitary Plan online submission.

#### **Contact details**

Full name of submitter: Pauline Preen

Organisation name: Ma and Pa Commercial Ltd

Agent's full name: Mark Weingarh

Email address: paulinekelly7@icloud.com

Contact phone number:

Postal address:  
22a Maungakiekie Ave  
Greenlane  
Auckland 1051

#### **Submission details**

##### **This is a submission to:**

Plan modification number: PPC 25

Plan modification name: Warkworth North

##### **My submission relates to**

Rule or rules:

A plan change request to Re-zone approx 99 Hectares of Future Urban zoned land to a mix of business and residential.

Property address: The zoning of land within the Warkworth north Precinct and Stubbs Farm development

Map or maps:

Other provisions:

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

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

To elevate the pressures on Auckland housing/affordability and provide more options for families and home owners in the area. The intensification of residential housing in this location will help service the growing community as well as business growth in the region which is expanding. The accessibility to the region is improving given the new motorway and link Rd which improve travel times and make it more attractive to reside out of Auckland but work in the city.

5.1 | I or we seek the following decision by council: Accept the plan modification

Submission date: 27 June 2019

#### **Attend a hearing**

Do you wish to be heard in support of your submission? No

**Declaration**

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

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

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

No

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

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**From:** UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz  
**Sent:** Friday, 28 June 2019 11:16 AM  
**To:** Unitary Plan  
**Subject:** Unitary Plan Publicly Notified Submission - PPC 25 - Patricia Sullivan

The following customer has submitted a Unitary Plan online submission.

### Contact details

Full name of submitter: Patricia Sullivan

Organisation name:

Agent's full name:

Email address: paddyasullivan@gmail.com

Contact phone number: 094258294 021425820

Postal address:  
P.O Box 193 Warkworth  
Warkworth  
Auckland 0910

### Submission details

#### This is a submission to:

Plan modification number: PPC 25

Plan modification name: Warkworth North

#### My submission relates to

Rule or rules:  
9.5.1 Design and Location of the Western Link Road 9.6.1 Fresh Water

Property address: 27 state Highway one

Map or maps: Figure 3b page 12. Page 11 Appendix 1. Page 8 Appendix 13.

Other provisions:

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

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

The reason for my or our views are:  
The Indicitive route for the Western Link road dissects our property leaving parts of in in accessible. Also there is no Connectivity at the southern end to Mansel Drive. the watercourse on our property has been idetified as a permanent stream. However this watercourse is intermittent as it runs dry 2-3 months of the year. This is confirmed by ecology and stormwater reports on the council website under designation 6763 state highway 1 hudson road to Puhoi to warkworth.

7.1

7.2 | I or we seek the following decision by council: Accept the plan modification with amendments

7.3 | Details of amendments: Move indicative Western Link road to our eastern Boundary. Change Classification of watercourse to intermittent stream. Do not include any riparian planting of this watercourse in th plan change.

Submission date: 28 June 2019

### **Attend a hearing**

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

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

### **Declaration**

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

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

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

No

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



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**From:** UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz  
**Sent:** Sunday, 30 June 2019 2:16 PM  
**To:** Unitary Plan  
**Subject:** Unitary Plan Publicly Notified Submission - PPC 25 - Ross David Brereton  
**Attachments:** TCL submission.pdf

The following customer has submitted a Unitary Plan online submission.

### Contact details

Full name of submitter: Ross David Brereton

Organisation name:

Agent's full name: kate port

Email address: rbrereton@slingshot.co.nz

Contact phone number: 0274861358

Postal address:  
28 Viv Davie-Martin Drive  
Warkworth 0984  
WARKWORTH  
Auckland 0984

### Submission details

#### This is a submission to:

Plan modification number: PPC 25

Plan modification name: Warkworth North

#### My submission relates to

Rule or rules:

Property address: Lot 6, DP339152 - 28 Viv Davie- Martin Drive, Warkworth

Map or maps:

Other provisions:  
Proposed road from TCL subdivision through Lots 5 & 6 to Viv Davie-Martin Drive.

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

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

The reason for my or our views are:  
Refer attached document

I or we seek the following decision by council: Accept the plan modification with amendments

- 8.1 | Details of amendments: 1. Proposed future roads from TCL to Viv Davie-Martin become cul-de-sac's at boundary. 2. No proposed future roads across Viv Davie-Martin subdivision.

Submission date: 30 June 2019

Supporting documents  
TCL submission.pdf

### **Attend a hearing**

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

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

### **Declaration**

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

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

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

Yes

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

TO: AUCKLAND COUNCIL

FROM: ROSS BRERETON 30<sup>TH</sup> JUNE 2019

SUBMISSION FOR PLAN PPC 25

REASONS FOR MY VIEWS:

- Viv Davie-Martin Drive (VDM) is a completed lifestyle subdivision (refer site location 4.2 & 8.1.1)
- Link road to VDM serves no purpose as the Western Collector is the new conduit from SH1 to Mansel Drive
- Would require the removal of approx. four existing houses on VDM
- Would require possible widening of VDM presently is 5.5 metres wide
- Section 8.2 – Consultation and Engagement – in our consultation with TCL the “ opportunities for future connection is in reference to water and sewage supply in the event of council adopting an increased lot size in single house zone. Not roading connection as VDM is a quiet cul-de-sac which in the existing form can handle any increase in traffic from a lot size zoning change
- The topography of TCL land up to Lots 5 & 6 would require extensive earthworks to attain a min 12% gradient for roading. The land is steep.
- Accepting the points mentioned above, I am in support of the proposed plan change for the following reasons:

- 8.2 | • Would like to see the development of a neighbourhood centre as proposed by TCL. The existing Warkworth town centre is fully developed now.
- 8.3 | • Do not wish to have more industrial buildings along the waterways as at present. Would much prefer additional plantings (as at present on Stubbs Farm) with walk/cycle way connecting to existing A & P showgrounds and Mansel Drive. Support TCL plan to clean up rear of existing industrial sites. We have had significant pollution from these sites in the past.
- 8.4 |
- 8.5 | • Much prefer to see styles of housing as proposed by TCL (similar to Millwater) as opposed to what has been allowed in The Meadows subdivision in Warkworth i.e. single house on 500 sqm with wooden fence
- 8.6 | • I support TCL plan to put the Western Collector through the bottom of the valley as this will take the existing traffic pressure off Hudson/Falls roads, especially on the weekends with heavy SH1 traffic

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

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

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

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

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

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



Send your submission to [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz) or post to :

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

For office use only
Submission No:
Receipt Date:

## Submitter details

### Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Dr Isobel Alexandra Topham

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

### Address for service of Submitter

41 Braeside, Kinmont Park, Mosgiel 9024

Telephone:  Fax/Email:

Contact Person: (Name and designation, if applicable)

## Scope of submission

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

Plan Change/Variation Number

Plan Change/Variation Name

### The specific provisions that my submission relates to are:

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

Plan provision(s)

Or  
Property Address

Or  
Map

Or  
**Other (specify)**

## Submission

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

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes  No

The reasons for my views are: Please see attached sheet.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

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

Decline the proposed plan change / variation

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

9.1 | Perform a Health Impact Assessment (HIA) of the proposed plan change, including the North Block, and optimise the plan to promote human health and wellbeing based on the HIA.

9.2 | Complete the ecological impact assessment, including the North Block. Consider moving the town centre to the North, removing vehicle access from the centre,

9.3 | and reducing the number of lanes on the Western Link Road.

I wish to be heard in support of my submission

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

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

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

28 June 2019  
Date

**Notes to person making submission:**

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

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

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

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

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

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

(a) adversely affects the environment; and

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

28 June 2019

## Re: Auckland Council

PC 25 (Private): Warkworth North

To Whom It May Concern:

I am of the fourth generation of kaitiaki of the land comprising the “North Block” of the proposed Private Plan Change 25. I propose that the principle of zoning land in this area in order to provide for the expansion of Warkworth is sound and logical, but that key components needed to optimise this planning must be undertaken before the plan can be finalised.

I trained originally as a veterinarian, and have spent many years in clinical practice with both production animals and their agricultural businesses, and more recently with companion animals, alongside my research and publication in health economics. I direct two property companies. I have a Masters focussed in epidemiology, and am most of the way through a Postgraduate Diploma in Public Health with a focus on policy and environmental determinants of health. It is with this breadth of experience in business and health that I look over the plan change submission that includes a portion of our family’s land.

In line with the 2015 Sustainable Development Goals put forth by the United Nations, the work done by Turnstone Capital on cultural impact assessments and ecological impact assessment goes some way to supporting sustainable development. Along the same vein, promoting human health and wellbeing through the spaces in which we live, work, travel, and play, is specifically outlined in the Turnstone Capital Warkworth North Structure plan (page 44). However, an ecological impact assessment was performed only on Stubbs’ land. Excluding the North Block from this analysis means that optimising design for ecological factors is not possible based on the current data.

Additionally, a human health impact assessment has not been performed at all. This leaves quite literally the key and central role of sustainable development (and the Council), to support human flourishing, up in the air. How can this plan be optimised for human development without measuring or managing human health and wellbeing in relation to the proposal?

9.6 | The proposed Western Link Road has four lanes. No other urban roads in the area have two lanes each way, currently. Given that we should be implementing measures that move towards public and active transport in order to improve transport equity, reduce climate impacts, and promote health, it seems regressive to actively accommodate more private motorised vehicle use than is current, let alone desirable, particularly with the motorway only a few hundred metres away.

Specific to the proposed location (page 1 of Appendix 1) and design of the town centre (page 5 of Appendix 4, the Warkworth Structure Plan):

- Locating the proposed town centre atop or on the northern side of the hill between the Stubbs and North Blocks would make better use of the natural vistas of the area, providing uninhibited views of the Dome and Dome Valley. The current site is at the base of a gully with little outlook or sun.
- The current example shows vehicular access to the town centre. Pedestrian only, or much more pedestrian prioritised, design would enhance the walkability of the centre by making it more safe, quiet, and clean of air.
- 9.4 - The artist's impressions of the proposed streets, if pursued, result in a missed opportunity. Ideally, the design of these streets would include, at minimum, a grass berm between the road and footpath to minimised road traffic injuries, trees along the berm to provide shelter, shade, beautification, and to prevent crime, along with dedicated cycle areas.

- 9.5 Finally, The Zero Carbon Act is likely to result in municipal progress. Why not use this proposal as an opportunity to create some positive, progressive precedent by thoroughly incorporating our national and local responsibilities into expressing the Sustainable Development Goals? Let's do a thorough health impact assessment, finish the ecological assessment, and then optimise the plan from the top down.

Nga manaakitanga,  
Dr Isobel Topham  
BVSc, MVM, PGDipPH candidate

41 Braeside  
Kinmont Park  
Mosgiel 9024



# Submission on the Auckland Unitary Plan (Operative in Part)

## Proposed Plan Change 25

Clause 6 of Schedule 1, Resource Management Act 1991 (Form 5)

To: Auckland Council

### 1. SUBMITTER DETAILS

Name of Submitter: Barry Kevin Woolsey

Postal Address: 56 Vin Dave Martin Drive  
RD 4 Waikworth 0984

Phone: 021 849 752 Email: barry\_woolsey@bz.nz

This is a submission on Auckland Council's Proposed Plan Change 25.

Could you gain an advantage in trade competition through this submission?

Please select one of the below options:

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

Are you directly affected by an effect of the Proposed Plan Change in so far as it:

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

Please select one of the below options:

- I am directly affected by an effect of the subject matter of the submission.
- I am not directly affected by an effect of the subject matter of the submission.

### 2. SCOPE OF SUBMISSION

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

- The whole of Proposed Plan Change 25
- A specific part of Proposed Plan Change 25 as detailed below:

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# Submission on the Auckland Unitary Plan (Operative in Part) Proposed Plan Change 25

Clause 6 of Schedule 1, Resource Management Act 1991 (Form 5)

### 3. SUBMISSION

Do you support or oppose the specific provisions of the proposal for which this submission relates? Please select one of the following:

Support

Oppose

The reasons for my views are:

10.1 I support the overall private plan change  
- in particular that the Business - Light Industry Zone does not  
extend over the permanent stream and is limited to that proposed  
off Hudson Road.

10.2 I am in favour of the open space Conservation Zone and the  
proposed walkways.

I seek the following amendments to Proposed Plan Change 25:

10.3 That a green belt be established on the western boundary to  
provide a buffer with the applicants proposed plan change and  
the existing lifestyle blocks off Viv Dave Martin Drive.

10.4 - given the level of condensed housing planned, I am concerned  
there appears to be inadequate off street parking that would  
lead to indicated roadways becoming congested.

# Submission on the Auckland Unitary Plan (Operative in Part)

## Proposed Plan Change 25

Clause 6 of Schedule 1, Resource Management Act 1991 (Form 5)

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### 4. DECISIONS SOUGHT

I seek the following decision from Auckland Council:

- Accept Proposed Plan Change 25
- Accept Proposed Plan Change 25 with amendments as outlined above
- Decline Proposed Plan Change 25

### 5. APPEARANCE AT COUNCIL HEARING

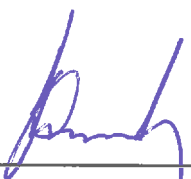
Do you wish to be heard in support of your submission? *Please select from the following:*

- I/we **wish** to be heard in support of my/our submission
- I/we **do not wish** to be heard in support of my/our submission

If others make a similar submission, I/we will consider presenting a joint case with them at the hearing: *Please circle one:*

- YES
- NO

### 6. SIGNATURE AND DATE SIGNED

  
\_\_\_\_\_  
*Signature of person(s) making submission*

3/7/19  
\_\_\_\_\_  
*Date*

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

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



Send your submission to [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz) or post to

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

For office use only: Submission No:
Receipt Date:

**Submitter details**

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms (Full Name) Robert & Maryanne Sikora

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

Address for service of Submitter

26 Viv DAVID MARTIN DRIVE, Warkworth

Telephone: 021 300 576 Fax/Email: r.sikora@extraco.nz

Contact Person: (Name and designation, if applicable)

**Scope of submission**

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

Plan Change/Variation Number PPC25

Plan Change/Variation Name Warkworth North

The specific provisions that my submission relates to are:

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

Plan provision(s) Proposed future Road through lots

Or

Property Address Viv David-Martin Drive

Or

Map

Or

Other (specify)

**Submission**

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

I support the specific provisions identified above

I oppose the specific provisions identified above

I wish to have the provisions identified above amended Yes  No

The reasons for my views are: Please see attached.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

11.1

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

Please See attached.

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

*M. Sika*  
 Signature of Submitter  
 (or person authorised to sign on behalf of submitter)

3-7-19.  
 Date

**Notes to person making submission:**  
 If you are making a submission to the Environmental Protection Authority you should use Form 16B.

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

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

I could  / could not  gain an advantage in trade competition through this submission.  
 If you could gain an advantage in trade competition through this submission please complete the following:

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

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

## Submission Plan Change 25 Warkworth

We would like to put forward a submission regarding the **Plan Change 25 Warkworth**, showing a proposed future road through our property at Lot 5 number 26 Viv Davie-Martin Drive Warkworth.

We purchased this land 5 years ago to develop as our retirement property, for all the family to enjoy. We have since spent a substantial amount of money designing, building and developing the property from scratch. We found out a year ago that the farm was to become a residential subdivision with single level housing along our back boundary.

We do not have an issue with this new subdivision at all, and understand that the new residential housing in this area is well needed with the future growth of the Warkworth area and beyond.

In anticipation of this happening we have proceeded in planting out our back boundary with native and substantial size trees. Since then we have now found out that there is a ***“Proposed Future Road planned to go through our Property”*** We now have been put in the position that we no longer have an home as an asset but, it is now a liability. Should we need to sell our property for any unforeseen reason we would not be in a position to do so as any purchaser would see the Proposed Future Road and for that reason not proceed?

As we understand the developers approached many building companies to buy into their first project, however the developers were asking too much for sections which made the potential building company's feasibilities come back unappealing and numbers did not stack up. Hence the “Plan Change 25 Warkworth”

The new Plan Change now shows a ***“potential future road”*** through our property which is very disconcerting to us. We now feel we cannot put any more money into our project as it could very well be taken away from us, in the near future. I would also like to point out that a lot of the Aerial photos provided in the Plan Change 25 are very much out of date, as they do not show the existing homes along the boundary of Stubbs Farm

Viv Davie-Martin Drive already has a considerable number of houses on it including Frances Place and the consented driveway of the top of Viv Davie-Martin Drive which itself has no less than 12 dwellings on it. Any more traffic on Viv Davie-Martin Drive would make the road very busy and dangerous for drivers and pedestrians, as this area is not designed to take high volumes of traffic. Not only will the proposed roads impact Viv Davie-Martin Drive, but there is a native bush area on our property which is listed as a covenant area and would have to be disturbed to get the road through, and we would assume it would remain restricted as future development will have a negative impact on the natural environment. This is on our land and as landowners we are not allowed to build, or disturb this area at all

It notes in the Plan Change that there has been “**extensive consultation and engagement with landowners**” we have heard from no one as yet? Were the developers hoping us landowners would not see the proposal until it was all too late?

**“Ensuring that the Structure Plan provided and appropriate interface with the Viv Davie-Martin Drive area considering the character and location of the built form there and providing opportunities for future connections”** again when were we going to get notification of potential roading connecting through our properties?

- 11.2 | The proposed light commercial / industrial area should be kept together, it is already starting to become spread out, it should be kept either north or Warkworth or south of Woodcocks Road area where it is already well established

We know we are just one small landowner among the big developers. Would it not make more sense that it you had to put a road through the area to do so on bare land (which there is some) rather than push people out of their homes. We hope that the council can view this as a very serious matter to us personally and the rest of the Viv Davie Martin Drive residents

Thank you

**Submission on publicly notified private plan change request:  
Plan Change 25 (Warkworth North)**

Auckland Council  
135 Albert Street  
Private Bag 92300  
Auckland 1142

**Submitter:**  
Auckland Council

**Scope of submission:**

This is a submission on the whole of proposed private Plan Change 25 – ‘Warkworth North’.

**The specific provisions which this submission relates to are:**

All provisions of proposed private Plan Change 25.

12.1

**I seek the following decision:**

Proposed Plan Change 25 be amended in line with the submission points below.

**Warkworth Structure Plan (general)**

The Council submission is that:

- the council’s structure plan for Warkworth, referred to throughout this submission as the ‘Warkworth Structure Plan’, considered the entire 1,000ha of Future Urban zoned land around Warkworth in a comprehensive manner. The council’s Warkworth Structure Plan has gone through a robust process including four stages of consultation. Therefore, the landuse and supporting infrastructure conclusions reached by the Warkworth Structure Plan should be treated with more weight than the Warkworth North structure plan that forms part of PC25.
- While the RMA and Unitary Plan does not prevent privately initiated structure plans to be prepared, where there are two structure plans that cover the same area but show different land uses/infrastructure, preference should be given to the plan that looks at a larger area in a more strategic and comprehensive way, and the plan that has undertaken more consultation. In both cases that is the council’s Structure Plan and land uses.

The Council seeks the following decision:

- That the provisions of PC25, including proposed zoning pattern, be amended to reflect the Warkworth Structure Plan.

**Industrial land**

The Council submission is that:



- For the land in question the Warkworth Structure Plan shows around 25ha of Light Industrial zoning compared to 13ha in PC25. While the route of the Western Link Road is not finalised, the concept in the Warkworth Structure Plan is that the land between that road and the existing industrial area should be zoned Light Industry. In respect to the area to the east of the proposed Western Link Road and just north of Falls Road, this area already contains two industrial activities (a consented industrial storage facility, and a water treatment plant).
- The Warkworth Structure Plan identifies that over the long term, a high level of employment land is required in Warkworth to prevent the town becoming a dormitory suburb of Auckland (with residents travelling to urban Auckland for work). The Warkworth Structure Plan work identified that there are relatively few areas in Warkworth that would be suitable for industrial land due to issues such as transport access, clustering industrial effects, and land contours. The land covered by PC25 is one of those areas identified as being suitable for Light Industry and the PC25 proposed residential land uses would preclude the ability of industrial land to be developed here in the future. This would impact on the ability for Warkworth to be self-sufficient for employment.

12.2

- The Council seeks the following decision:
- PC25 be amended to zone the land between the new Western Link Route (route yet to be finalised) and the Light Industrial zoned land along Hudson Road down to Falls Road (as shown as red hatched area in Figure 0) as Light Industry.



Figure 0

**Other non-residential land**

The Council submission is that:

- The majority of employment land proposed in PC25 is Light Industry rather than a zone that enables more retail/office (e.g. General Business, Mixed Use, Business Park) which would impact on the existing Warkworth town centre. The feedback from the public during the Warkworth Structure Plan project was that they wished for the existing town centre to remain as the focal point for Warkworth. This was backed up through the economic analysis for the Warkworth Structure Plan which stated that no new large areas of retail/office were needed in the Future Urban zone. The Warkworth Structure Plan contains a Planning Principle to “Retain the current town centre as the focal point and ‘beating heart’ of Warkworth”. It should be noted that the existing town centre has capacity for expansion within the Town Centre zoning and the surrounding Mixed Use zoning.

12.3

The Council seeks the following decision:

- No General Business, Mixed Use, or Business Park zones are used in PC25.

**Reverse Sensitivity**The Council submission is that:

- The proposed land uses in PC25 raise significant reverse sensitivity issues around residential land (Mixed Housing Urban and Mixed Housing Suburban) directly adjoining Light Industry land. PC25’s SEA overlay map shows some thin areas of “Indicative Open Space” along most of the industrial interface. It is not clear whether these areas along the industrial interface are where an esplanade reserve would be expected to be vested on subdivision, or where the developer is offering up the open space area (i.e. some areas of indicative reserve are shown where the stream actually runs through the neighbouring site and therefore the esplanade reserve provisions would not apply).
- The existing industrial area along Hudson Road includes activities such as a concrete plant (Atlas), and a range of industrial activities could establish in the Hudson Road industrial area without the need for a resource consent (i.e. as a permitted activity).
- The Warkworth Structure Plan seeks to mitigate any reverse sensitivity issues between industrial areas and sensitive land uses such as residential by establishing spatial separation between the uses. This is primarily done through using arterial roads and esplanade reserve corridors. For Warkworth Structure Plan’s proposed Light Industry areas in the area covered by PC25, the boundaries are the existing SH1 corridor (with a planted buffer) to the north (although noting that this buffer is provided for the amenity entrance of Warkworth rather than sensitive uses), the existing Light Industry zone on Hudson Road to the east, the small ridgeline of Falls Road to the south, and part of the esplanade reserve (40m width) and the Western Link Road (32m with cycleways and planted areas) to the west.

The Council seeks the following decision:

12.4

- PC25 is amended to provide separation between industrial and residential land uses to avoid issues of reserves sensitivity.
- PC25 is amended to use arterial roads and esplanade reserves as separators between industrial areas and sensitive land uses, as per the Warkworth Structure Plan.

12.5

- PC25 is amended to reflect the approach for the creation of esplanade and the vesting of land for open space contained in the Warkworth Structure Plan.

**Neighbourhood Centre**

The Council submission is that:

- The Warkworth Structure Plan identifies a small Neighbourhood Centre in roughly the same area as that shown in PC25. However, the council's concern is around the size of the Neighbourhood Centre as the economic analysis carried out for the Warkworth Structure Plan shows that there is no need for large retail/office areas outside the town centre, and that any new large areas could be detrimental to the primacy of the town centre. The Warkworth Structure Plan anticipates that the Neighbourhood Centre in this location would be no more than 1,500m<sup>2</sup> GFA. The Neighbourhood Centre in PC25 covers 3,000m<sup>2</sup>.

12.6

The Council seeks the following decision:

- The size of the Neighbourhood Centre in PC25 be reduced to no more than 1,500m<sup>2</sup> GFA.

### Buffer to Viv Davie-Martin Drive area

The Council submission is that:

- The land to the west (Viv Davie-Martin Drive area) of PC25 has various constraints which the Warkworth Structure Plan recognised by identifying it as Single House zone with a potential increased minimum site size to between 1,500m<sup>2</sup> and 2,500m<sup>2</sup>. The Warkworth Structure Plan shows a transition of residential density towards this area by having this larger site size area border the Single House zone (with a standard 600m<sup>2</sup> site size).
- PC25 does not show this transition of residential density and the Mixed Housing Suburban zone is proposed to adjoin the Viv Davie-Martin Drive area.

12.7

The Council seeks the following decision:

- PC25 incorporate a transitional zoning approach along its boundary with the Viv Davie-Martin Drive area, that will continue to have larger site sizes in the future, in line with the approach contained in the Warkworth Structure Plan.
- PC25 be amended to reflect the zoning proposed within the Warkworth Structure Plan.

### Walking/cycling network

The Council submission is that:

- The Warkworth Structure Plan shows Indicative Greenway routes for walkways and cycleways. This is to implement the Warkworth Structure Plan Planning Principle to "Prioritise convenient, segregated, and safe walking and cycling routes through the Future Urban zone connecting residential areas with key locations (e.g. schools, parks, centres), and the existing town, and to regional walking/cycling routes".
- PC25 only shows one pedestrian connection route on Precinct Plan 1 that goes from the Indicative Western Link Road to the back of the Light Industry zoning along Hudson Road. It is not clear if or how this route would extend to Hudson Road itself.

12.8

The Council seeks the following decision:

- PC25 be amended to include the pedestrian connections as shown on the Warkworth Structure Plan, or similar routes that would meet the same purpose, with provisions stating that they will be provided by the developer.

### Western Link Road

The Council submission is that:

- The route of the Western Link Road is not finalised and it is noted that the Supporting Growth indicative strategic transport network for Warkworth shows a thick dashed line in a slightly different alignment than the "Indicative Western Link Road" shown in PC25 (Precinct Plan 1). The council do not support PC25 being approved without further certainty from the Supporting Growth Alliance (AT, NZTA) as to the route for the Western Link Road. It is also clear that the Western Link Road is not funded in any AT or NZTA work programme.

The Council seeks the following decision:

- 12.9 | - PC25 be amended to reflect the Western Link Road route that is finally proposed by the Supporting Growth Alliance.
- 12.10 | - That funding for all infrastructure (including the Western Link Road) is finalised, and for bulk infrastructure (including arterial and collector roads) an Infrastructure Funding Agreement be completed, before any approval of PC25.

### Other Roads

The Council submission is that:

- PC25 (Precinct Plan 1) shows spots for "Potential Future Road Connections" but does not show any further detail (i.e. these are indicative roads only). An indicative road layout (particularly of the collector routes) would be preferable to understand how the transport network will work in this area.
- The Warkworth Structure Plan shows a high level potential Collector Road in the PC25 area (with separated walking and cycling provision). While such a route may not be required along this particular alignment, it is expected that a collector level road would be provided through the PC25 area. The one part of the proposed Collector Road that is required by council is the link through to Sanderson Road from the PC25 to achieve an east-west connection.
- The "Potential Future Road Connections" to the west to the Viv Davie-Martin Drive area shown in PC25 need further detail to show how a link through to Viv Davie-Martin Drive itself would work.

The Council seeks the following decision:

- 12.11 | - PC25 is amended to incorporate an indicative road layout for the "Potential Future Road Connections" shown in Precinct Plan 1, including how connections will be made to the Viv Davie-Martin Drive area.
- 12.12 | - PC25 is amended to include a Collector Road as shown in the Warkworth Structure Plan, which includes separated walking and cycling provision.

### Landscape screening areas

The Council submission is that:

- The Warkworth Structure Plan identifies a "Landscape screening area" over the Light Industrial land along the frontage of SH1. Warkworth's identity and overall amenity currently benefits from the passage through verdant gateways to the town – on SH1, and Sandspit and Matakana Roads. The Warkworth Structure Plan proposes that the main SH1 'gateway' road entrance is through, or past, industrial areas, which would, inevitably, change public and local perceptions of the town. The Warkworth Structure Plan addresses this matter by showing landscape screening areas along the edge of the industrial zones in key locations. These are areas for planting that are large enough to effectively screen industrial

development, and would need to be in the order of 20-30m deep to accommodate mature native trees in the long term. PC25 does not propose any landscaping screening areas along the SH1 frontage.

- The Warkworth Structure Plan identifies a “Potential buffering/screening area from motorway” along the north western edge of the PC25 area.

The Council seeks the following decision:

- 12.13
- Provisions are included in the PC25 precinct to require landscape screening in the same manner as that proposed in the Warkworth Structure Plan along the SH1 frontage, and the motorway boundary.

### Staging

- The Council submission is that:
- If PC25 is approved and there are no appeals then the land will have a live zoning in place in perhaps 2020. This is two years from when the council’s Future Urban Land Supply Strategy indicates that this land will be ‘development ready’ (“from 2022”). The “from 2022” date in the Future Urban Land Supply Strategy is to recognise that the bulk infrastructure projects to service growth in Warkworth North (the Puhoi to Warkworth motorway, Matakana Link Road, Warkworth wastewater upgrade) will not be completed until the end of 2021 or in 2022. Therefore, if a live zoning is in place prior to the required infrastructure being in place there will be the ability to develop residential and business land without the complementary bulk infrastructure to service it. This was a key concern from the public during consultation on the Warkworth Structure Plan – that infrastructure should be provided before growth. The risk with PC25 is that it ‘live’ zones land and allows development ahead of when infrastructure will be in place.
- Another concern around staging is the timing of when the Western Link Road will be completed as shown on Precinct Plan 1 (i.e. with a route connecting to the Mansel Drive bridge in the south up to SH1 and Matakana Link Road in the north). This is especially relevant as the private plan change proponent does not own or control all of the land along this alignment. Without connections at both ends of the Western Link Road there is the possibility of creating a long ‘cul de sac’ to service the development. If this were to occur, there may need to be staging provisions (based on transport evidence) around how much of the land could be developed before the full link is operating.

The Council seeks the following decision:

- 12.14
- PC25 include staging provisions to ensure development does not occur before the infrastructure required to service it is available or in place.

### Green Network

- The Council submission is that:
- The Warkworth Structure Plan has a foundation of a ‘Green Network’ that sets aside the areas around streams, floodplains and existing bush from development and requires them to be appropriately restored/revegetated as development occurs on the land around them. Many of the assessment reports on the Warkworth Structure Plan rely on this Green Network being implemented.
- PC25 shows some areas around streams as “Indicative Open Space”. However, these areas do not fully match the Green Network in the Warkworth Structure Plan. There is also no

detail in the Precinct provisions as to how all these areas would be set aside from development and how restoration/revegetation would occur.

- 12.15 | The Council seeks the following decision:
- PC25 is amended to incorporate all of Warkworth Structure Plan's Green Network for the land covered by PC25, and include provisions to ensure such is provided.

#### Other possible precinct matters

The Council submission is that:

- The Warkworth Structure Plan outlines (at section 3.5.3) various matters that may be part of a precinct for the Warkworth North area. These items include:
  - o Fencing standards in the lower density residential zones to maintain front open boundaries
  - o Managing the interface between industrial and residential areas
  - o Managing the interface of industrial sites with residential development on the Western Link Road to facilitate good urban design outcomes
  - o "Rear loading" on collector roads to minimise interruption to separated cycle facilities
  - o Design of subdivision to retain mature trees/shelter belts as features
  - o Housing affordability
  - o Non-spatial options to manage erosion and sediment (e.g. modelling to assess levels of erosion and sediment generation would assist in balancing cut and fill volumes)
  - o The possibility for roads, streets and pathways be used to increase canopy and vegetation cover to improve environmental and health and wellbeing outcomes
  - o Further mapping of wetlands for the areas not included in this assessment to date
  - o Additional sediment controls for development in the vicinity of streams

- 12.16 | The Council seeks the following decision:
- PC25 precinct be amended to cover all of the plan change area, and the precinct provisions cover the matters the Warkworth Structure Plan sets out in section 3.5.3.

#### Stormwater and Stream Management

The Council submission is that:

- In relation to issues of stormwater and stream management, the following:

Issue	Application content	Comment	Relief Sought	
Objective I1.2 (c)	The objective is: <i>minimising loss of, or reduction in ecological values, and enhancing retained ecological values to achieve overall effects on ecological values that are less than minor.</i>	<p>The wording "overall effects" are less than minor the objective waters down the expectation that streams will be retained <b>and</b> restored and enhanced by creating an expectation that stream loss can be off-set by restoration activities elsewhere.</p> <p>The AUP seeks to protect, restore and enhance areas where ecological values are degraded or where <u>development is occurring</u>. (B7.2.1 (2) and B7.3.1).</p>	Delete the objective and defer to the existing AUP policy framework.	12.17
11.3 Policies (4)	<i>Provide an indicative network of open space areas to protect existing ecological values, provide for areas of public open space, as well as walkway and cycleway connectivity.</i>	There need to be riparian margin stream protection areas identified, for intermittent as well as permanent streams. Some of these will be open space, i.e. no building development, but not all will be public open space. The Council-adopted Warkworth Structure Plan maps those areas, supported by detailed stream ecological assessments. Geomorphically effective stream management solutions need to be enabled, to ensure stream bank and bed erosion is managed which may require some widening of incised stream channels.	<p>Amend the policy as follows. <del>Strikethrough</del> represents a deletion and <u>underline</u> represents an addition.</p> <p><i>Provide an indicative network of open space areas including riparian margin stream protection areas to protect existing ecological values, provide for areas of public open space, provide for geomorphically effective stream management solutions, as well as walkway and cycleway connectivity.</i></p>	12.18
11.3 Policies (5)	<i>Provide for the retention of watercourses except where Precinct Plan 1 Warkworth North Precinct identifies that there will be stream loss and implement appropriate mitigation measures onsite to offset any adverse effects as indicated on Precinct plans 2 - Stormwater Catchment Management plans.</i>	No stream loss is specifically identified in the precinct plan. Figure 3 compares the likely stream locations using the overland flow path layer and the precinct plan. The yellow segments indicate possible stream loss that would be enabled by the proposed plan change.	Delete the policy and defer to the existing AUP policy framework.	12.19
11.3 Policies (6)	<i>Enhance streams identified for enhancement using techniques such as boulder clusters; spur dikes, vanes and other rock deflectors; rock riffles; cobble or substrate; cobble floodways; root wads or large wooden debris; vegetated floodways; live siltation; erosion control blankets; living walls and culverts designed to enable fish passage.</i>	This policy is helpful. Recent studies conducted by Auckland Council Healthy Waters have indicated that hydrology mitigation alone will not prevent stream bank erosion when new impervious surfaces are introduced into the catchment. Stream channel shaping and armouring with natural materials may be required to prevent excess sediment polluting freshwater and marine receiving environments, and stream bank instability.	<p>Amend the policy as follows. <del>Strikethrough</del> represents a deletion and <u>underline</u> represents an addition.</p> <p><i>Enhance streams identified for enhancement to prevent stream bank erosion from new impervious surfaces using techniques such as boulder clusters; spur dikes,</i></p>	12.20

			<p>vanes and other rock deflectors; rock riffles; cobble or substrate; cobble floodways; root wads or large wooden debris; vegetated floodways; live siltation; erosion control blankets; living walls. <u>and Install culverts designed to enable fish passage.</u></p>
<p>I1.4 Activity table A3, A4 and A5</p>	<p>(A3) Protection of streams and wetlands as indicated on the Warkworth North Precinct Plan. Permitted in both precincts.</p> <p>(A4) Enhancement of streams as indicated on the Warkworth North Precinct Plan and in accordance with the 'Additional Enhancement Opportunities' identified in Policy I1.3 (6). Permitted in both precincts.</p> <p>(A5) Stream loss other than that shown on the Warkworth North Precinct Plan. Non-complying in both precincts.</p>	<p>The rule seeks to make a non-complying activity permitted in this precinct. The rule undermines the integrity of the plan because it doesn't provide an assessment of effects of the proposed stream loss and seeks to circumvent the usual consent process.</p> <p>While the plan change has been notified the application doesn't address the assessment criteria and policy framework in the AUP, therefore the proposal subverts the opportunity for a notification assessment and the ability of the public to comment on the proposal because they are not fully informed.</p>	<p>Delete the rule and defer to the existing AUP policy framework.</p>
<p>I1.6 Standards</p>	<p>The following Auckland-wide standards do not apply to activities (A3), (A4), and (A5) listed in Activity Table IX.4.1 above:</p> <p>(a) E3 (A49) New reclamation or drainage, including filling over a piped stream.</p>	<p>The standards seek to avoid assessment against the AUP policy framework without an appropriate assessment. The Non-complying status of stream reclamation is there to prevent the significant environmental damage that stream loss causes. The AUP rule framework is intended to make reclamation enabled only in restricted circumstances:</p> <p>(13) Avoid the reclamation and drainage of the bed of lakes, rivers, streams and wetlands, including any extension to existing reclamations or drained areas unless all of the following apply:</p> <p>(a) there is no practicable alternative method for undertaking the activity outside the lake, river, stream or wetland;</p> <p>(b) for lakes, permanent rivers and streams, and wetlands the activity is required for any of the following:</p> <p>(i) as part of an activity designed to restore or enhance the natural values of any lake, river, stream or wetland, any adjacent area of indigenous vegetation or habitats of indigenous fauna;</p>	<p>Delete the standard.</p>

12.21

12.22



		<p>(ii) for the operation, use, maintenance, repair, development or upgrade of infrastructure; or</p> <p>(iii) to undertake mineral extraction activities; and</p> <p>(c) the activity avoids significant adverse effects and avoids, remedies or mitigates other adverse effects on Mana Whenua values associated with freshwater resources, including wāhi tapu, wāhi taonga and mahinga kai.</p> <p>The application hasn't adhered to the principle of avoidance and doesn't demonstrate that there is no practicable alternative or that the reclaimed land is required for restoration or infrastructure. I assume (b) (iii) doesn't apply for this residential development.</p>	
<p>11.6.2</p>	<p><i>Standard – Streams</i></p> <p><i>Purpose:</i></p> <ul style="list-style-type: none"> <li>• To achieve stream enhancement works that improve ecological values and water quality now and into the future.</li> </ul> <p>(1) Stream enhancement shall be undertaken in accordance with the best practice guidelines including 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).</p>	<p>TP 148 only relates to stream side planting and GD04 is a broad approach to Water Sensitive Design. These are matters to be considered at resource consent stage taking into account the full suite of rules, objectives and policies in the AUP. Reference to TPs and GDs can be applied at resource consent stage.</p>	<p>Delete the standard. Replace with a standard for streams, permitting no building or development within stream protection areas, except permeable paved walkways and cycleways; stormwater management devices; and to require re-vegetation of the stream protection areas at time of earthworks and subdivision.</p>
<p>Precinct Plan 1</p>	<p>Precinct Plan 1 shows permanent, intermittent and ephemeral streams, and 'Indicative Open Space' alongside the permanent streams and some stands of trees.</p>	<p>The proposed Precinct Plan 1 pre-empts protection of intermittent and ephemeral stream reaches. Use of the term 'Indicative Open Space' could be taken to mean all will be public open space. The streams should be identified with riparian margin protection areas.</p>	<p>Amend Precinct Plan 1 to show riparian margin protection areas for the intermittent streams as well as the permanent streams.</p> <p>Amend Precinct Plan 1 to show 'Indicative Open Space' only for land Council agrees will become public open space (neighbourhood park, esplanade reserve, SEA conservation reserve, streamside walkways and cycleways), and to show the riparian margins of all permanent and intermittent</p>

12.23

12.24

12.25

			streams as stream protection areas.	
Precinct Plan 2	<i>Precinct Plan 2, which is the Stormwater Catchment Management Plan, shows presumed stream loss and a development plan showing road layout, stormwater management devices, post-development overland flow paths and discharges and diversions.</i>	Such a precinct plan was used for consenting development under HASHAA for the special housing areas, and some of the AUP-OP SHA precincts still have such plans. If more of the intermittent stream reaches are retained (or the proposed stream reclamations are rejected) as requested by this submission, and their margins protected and re-vegetated, the development roading plan and overland flow paths could be quite different. If the SWCMP forms part of the Precinct Plan, it will purport to be a deemed consent for the stream filling, culverts, stormwater management devices, outfalls and overland flow path diversions. Stormwater and stream management should be matters to be considered at resource consent stage taking into account the full suite of rules, objectives and policies in the AUP, including in relation to any filling of streams, diversion of watercourses (including culverts), and discharges into streams. The Stormwater Catchment Management Plan (SWCMP) can be treated as supporting technical assessment demonstrating a land development scenario, but without providing the consents for filling of streams, diversions and discharges.	Delete Precinct Plan 2 (Drawing Nos. 402;403;404).	12.26
Bioresearchers 2.4 Freshwater	<i>One main watercourse (Mahurangi River tributary) was identified which ran along the majority of the eastern boundary of the site in a north-south direction before cutting across the southern section of the site. A further seven notable watercourses were identified and ran in a general west-east direction before draining into the Mahurangi River tributary. An additional notable watercourse was identified in the upper northwest section of the property which flowed in an east-west direction and drained into the Mahurangi River Left Branch Tributary (Figure 2.6).</i>	It's unclear what "notable" means. The wording doesn't appear in the AUP in relation to streams (only trees). The report seems to be attempting to create a stream hierarchy to justify loss of some streams. The AUP seeks to restore and enhance all streams apart from ephemeral streams at the time of development.  The report and Figure 6 doesn't explain why the other streams shown are not classified. Figure 5 tries also to create a hierarchy to justify loss of some streams. Overall the report is deficient and doesn't properly address the expectations in the AUP.	The relief is addressed by the relief set out above.	12.27
Appendix 14 Page 16	Diagram showing retaining	Retaining walls within riparian margins will be undermined and fail in time.	Include a rule requiring retaining walls to be installed outside of the riparian margin.  Include a rule requiring resource consent for structures within the riparian	12.28

			<p>margin, including that they must have a functional or operational need to locate within the riparian margin, such as for example a stormwater outfall device adjacent to a road.</p>
<p>SMP pg 30</p>	<p><b>2.4 Geology</b></p> <p><i>A Geotechnical Engineering Feasibility Assessment for the structure plan area has been completed by KGA Geotechnical which is included as part of the structure plan documentation. The following is an extract from the report by KGA regarding storm water soakage; "The underlying allochthonous, alluvial, colluvial and residual soils over the subject area generally comprise silts and clays with a low permeability rate, and groundwater levels have been noted to be relatively high where recorded. Based on this, stormwater retention by ground recharge is not recommended from a geotechnical perspective. Site specific soakage assessments are to be carried out to confirm soakage capabilities of the different materials".</i></p> <p><i>For further geotechnical information, refer to the report completed by KGA.</i></p>	<p>The report conflates infiltration and soakage. The former wording in used in the AUP to relate to small storm events (a return period of a few months) and soakage to relate to disposal of the 10% AEP to ground, order of magnitude larger than infiltration volumes.</p> <p>The geotechnical report doesn't assess the suitability of the ground for infiltration. If there are unstable soils present in this area (e.g. Oneroa Chaos) then infiltration may not be appropriate.</p> <p>The application is deficient in this aspect.</p>	<p>Include a standard relating to the suitability of the ground for infiltration that clearly refers to unstable ground to prompt future developers to make this assessment. Unstable ground would require rain-gardens to be lined.</p>
<p>SMP Pg 40 and Appendix 14 Part 2.</p>	<p><i>In our opinion the structure plan area is suitable for the proposed plan change in relation to natural hazards - flooding. The existing flooding is generally confined to the gullies and streams enabling the majority of the structure plan area to be clear of any flooding risk at all. In the lower areas where flooding is present, it is our opinion that new development can be achieved providing the stormwater management practices outlined in this SWCMP are followed.</i></p> <p>...</p>	<p>The timing and funding of this bridge has not been discussed.</p> <p>The result of the assessment is based on the modelling of detention ponds for Stubbs Farm Development but omits retention. Notwithstanding this flood mitigation detention (typically the 10 and 1% AEP) is orders of magnitude larger than SMAF1 hydrology mitigation. The flood section conflates hydrology mitigation with flood mitigation.</p> <p>Drawing 901 (Figure 7) shows Existing development flood extents but not MPD. Specific consideration of effects on the commercial properties east of the river has not been carried out.</p>	<p>Include an objective and rule framework that:</p> <ul style="list-style-type: none"> <li>- Ensures development is outside of the 1%AEP flood plain including climate change in keeping with the AUP expectation that greenfield development avoid flood-related effects and the brownfield risk-based approach is not</li> </ul>

12.29

12.30

	<p><i>At source peak flow mitigation is not considered suitable to mitigate the issues associated with the Falls Road Bridge and as such it is our opinion that this structure is replaced and suitably designed structure to flow the 1% AEP.</i></p> <p><i>With the absence of flooding issues, the upgrade of the Falls Road Bridge, the potential to coincide subcatchment peak flows and that the Warkworth North catchment is located in the lower third of the wider Mahurangi river catchment; we have concluded that detention for the 50% AEP, 20% AEP, 10% AEP and 1% AEP events is not required.</i></p> <p><i>Peak Flow Control</i></p> <p><i>Extended Detention Volume (EDV),</i></p> <ul style="list-style-type: none"> <li>- <i>Peak flow control 50% AEP (1 in 2 year)</i></li> <li>- <i>Peak flow control 90th percentile storm</i></li> <li>- <i>Peak flow control 95th percentile storm</i></li> </ul> <p><i>Volume Reduction</i></p> <ul style="list-style-type: none"> <li>- <i>Rainwater harvesting</i></li> <li>- <i>Stormwater retention</i></li> </ul>	<p>The report says that "majority of the structure plan area to be clear of any flooding risk at all". This needs to be qualified so it is clear what areas are affected.</p> <p>The flood sensitivity analysis requires further review because the recommendations seek to require hydrology mitigation for stream erosion management to achieve flood related outcomes which may be indicative of fundamental errors.</p> <p>Stormwater technical report does not actually consider application of SMAF and its impact on flows through the development area and Falls Road.</p> <p>No detail is provided on how the stormwater network would actually work, for example with some piped outfalls above dry basins.</p> <p>Insufficient information on peak stormwater flows and durations from each sub-catchment, with the model and report assuming flows are limited to pre-development levels. Quality treatment of runoff is not included, even though there is an SEA downstream of Falls Road.</p> <p>Rain gardens and stormwater tree-pits are shown on road cross-sections, but no detail is provided about areas or spacing, and whether they can achieve hydrological neutrality, particularly on steeper gradient roads (up to 12.5%).</p> <p>The technical information does not appear to meet the standard of supporting resource consents for the proposed development and its stormwater components, and should not be considered to justify the plan change incorporating a Stormwater Catchment Management Plan to supplant the need for resource consents.</p>	<p>relied on for new development.</p> <ul style="list-style-type: none"> <li>- Includes a rule that the bridge is upgraded by the developer prior to the establishment of new impervious surfaces.</li> <li>- Requires a flood sensitivity analysis prior to any development applications that clearly shows the existing development 1%AEP floodplain versus the maximum probable development scenario in the 1%AEP and specifically considers effects on the existing commercial development east of the river.</li> </ul> <p>Stormwater Catchment Management Plan is not accepted for inclusion as a Precinct Plan, and the technical information does not support the SWCMP being a consent for the proposed stormwater and stream works, or roads (and relocated overland flow paths).</p>	<p>12.31</p> <p>12.32</p>
<p>SMP Pg 42</p>	<p>5.5 Stormwater Management Summary</p> <p>Based on the above information it is our opinion that with the provision of SMAF 1 and the DEQR with the addition of partial treatment of the local roads at source is the best most optimal option to mitigate the development's effects with respect to stormwater management, flooding, water</p>	<p>The DEQR standards were in the notified AUP but not in the operative in part AUP. The SMAF provisions will provide some water quality contribution and GDO1 provides guidance.</p> <p>The SMP conflates infiltration and soakage (see above). Table 11 doesn't refer to flood management.</p> <p>It's unclear why a communal detention device would be used and retention achieved at source. A rain-tank for a residential lot sized to achieve SMAF would be very small.</p>	<p>Delete reference to DEQR.</p> <p>Delete reference to flooding in the discussion preceding table 11.</p> <p>The application of the SMAF overlay is supported.</p> <p>Include assessment criteria related to the subdivision that requires assessment of the efficiency of stormwater devices that are to be vested</p>	<p>12.33</p> <p>12.34</p> <p>12.35</p> <p>12.36</p>

quality and protection of the streams from stream channel erosion; the approach is summarised in Table 11 below.

Table 11 - Warkworth Stormwater Management

Location	Quality Treatment (DEQR)	Retention (SMAF1)	Detention (SMAF1)
High-use Road	Yes (at source) via Raingarden or similar	Yes (at source)	Yes (downstream device)
Low-use Road	Partial (at source) via Tree Pit	Yes (at source)	Yes (downstream device)
Lots	N/a	Yes (at source)	Yes (downstream device)

The proposed hydrologic mitigation and stormwater quality treatment is in accordance with E9 and E10 of the Auckland Council Unitary Plan.

Each stormwater sub catchment will have a small detention device to provide detention volume for the road and the lots impervious surface.

The application of the controls in accordance with E9 and E10 of the Auckland Unitary Plan over the plan change area will ensure the stormwater outcomes within the plan change area will be aligned with the objectives and policies of the Auckland Unitary Plan E1.

Table 11 shows that it's unnecessary to treat residential lots. Roofs do generate contaminants and sediment is washed off roofs into the receiving environment. However, if hydrology mitigation is applied water quality treatment is applied by default.

There is no assessment of roads at steep grades (up to 12.5%) to achieve hydrology mitigation.

including the full life cycle cost. Require consideration of the amalgamation of rain gardens, or the construction of larger rain gardens to avoid a proliferation of small rain-gardens at catch-pit spacing.

Include assessment criteria requiring specific assessment of roads at grades over 5% to enable the location of rain-gardens adjacent to the road corridor or at intersections to achieve hydrology mitigation.

12.37

Figure 1 Plan change boundary with flood plains and OLFPs



Figure 2 plan change area with flood plains and OLFPs

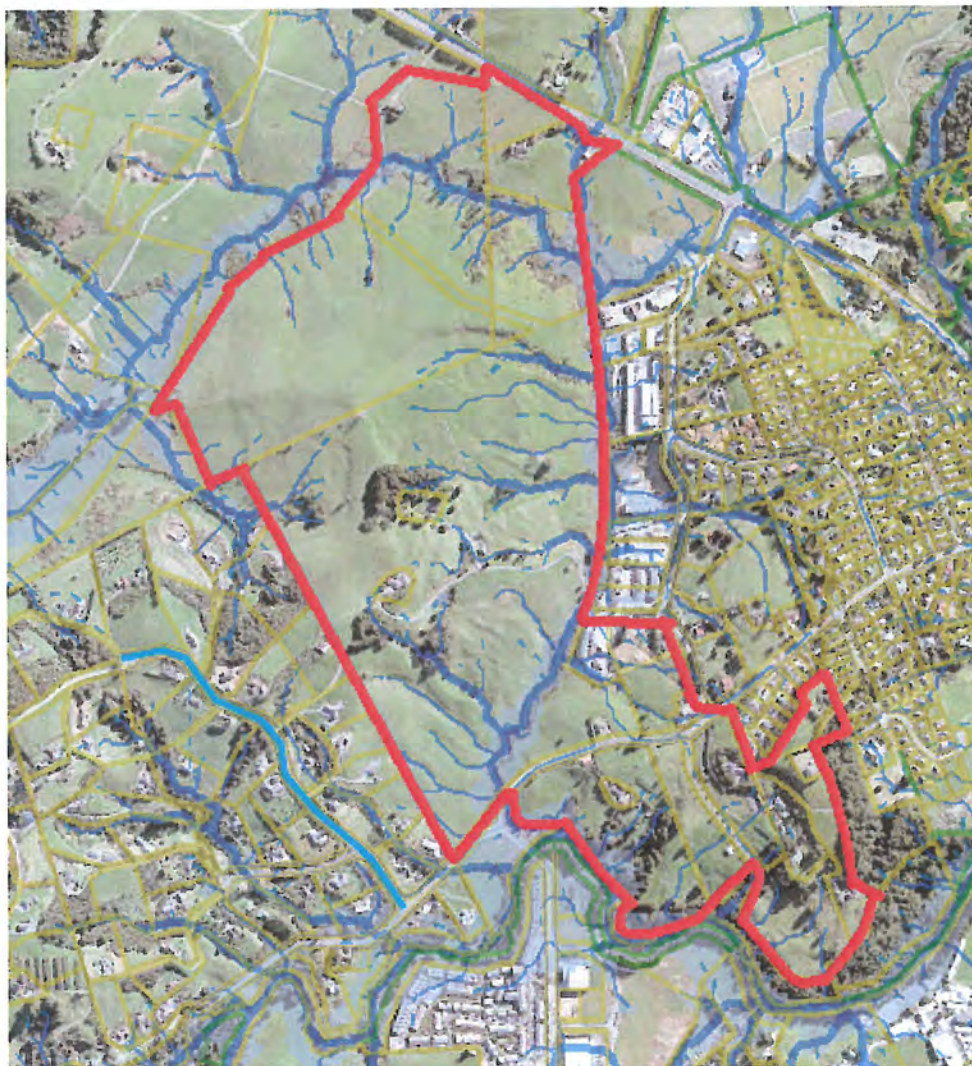


Figure 3 Plan change area with potential stream loss shown in yellow

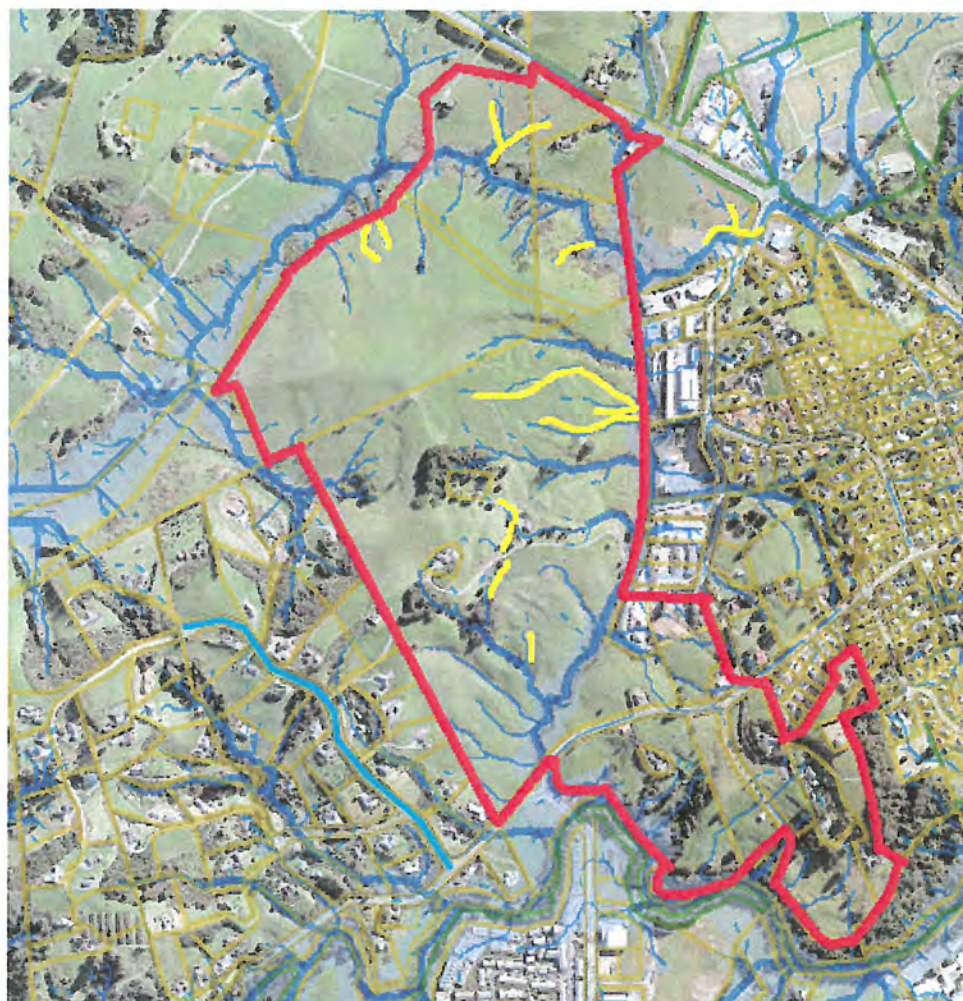




Figure 4 Proposed zoning

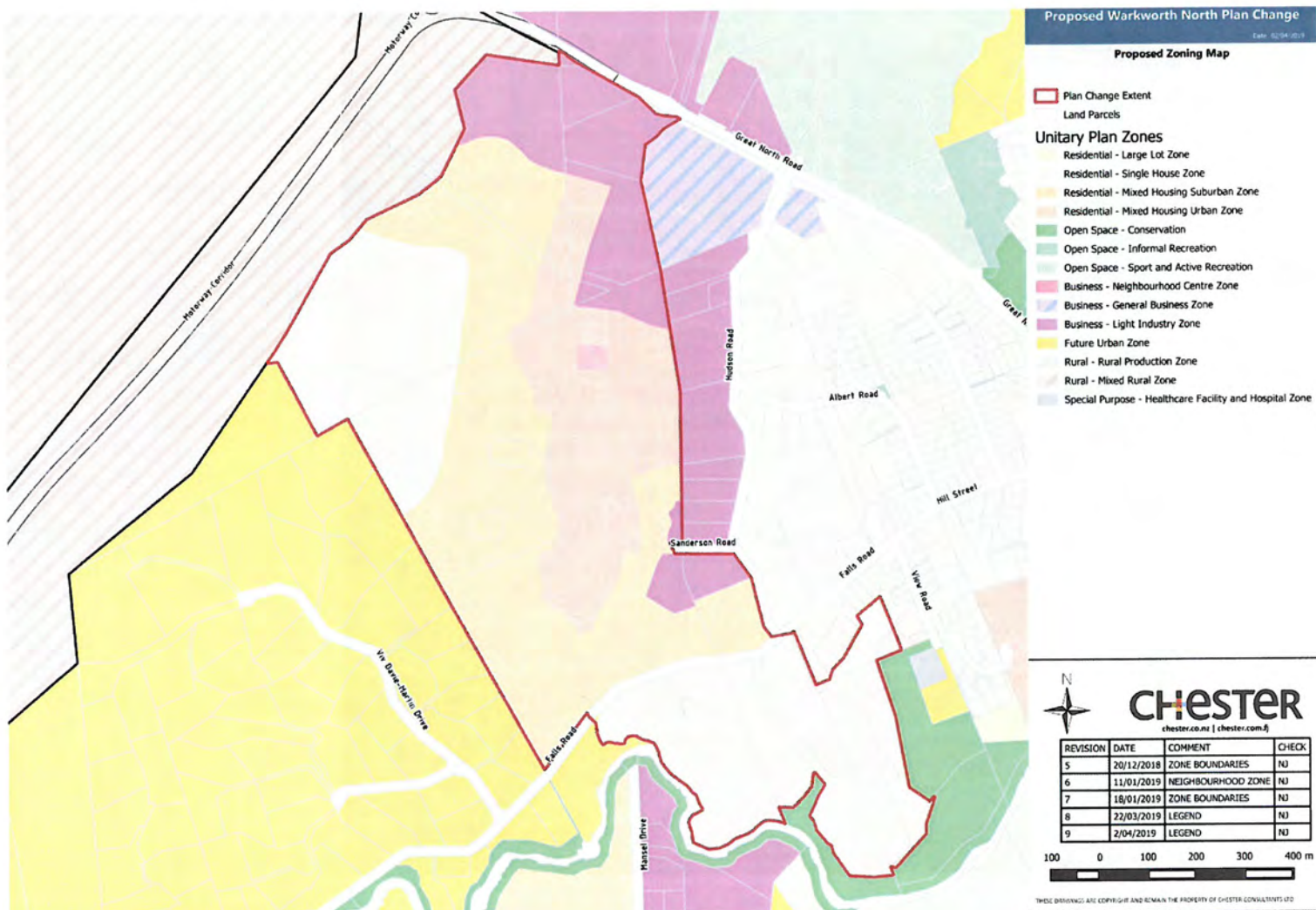


Figure 5 Streams proposed to be restored

ecological connections and connectivity between



Figure 2.4. Highest value sites recommended for vegetation and riparian restoration/ protection.

Figure 6 Biosearches stream identification



Figure 7 Flood Plain Existing Development

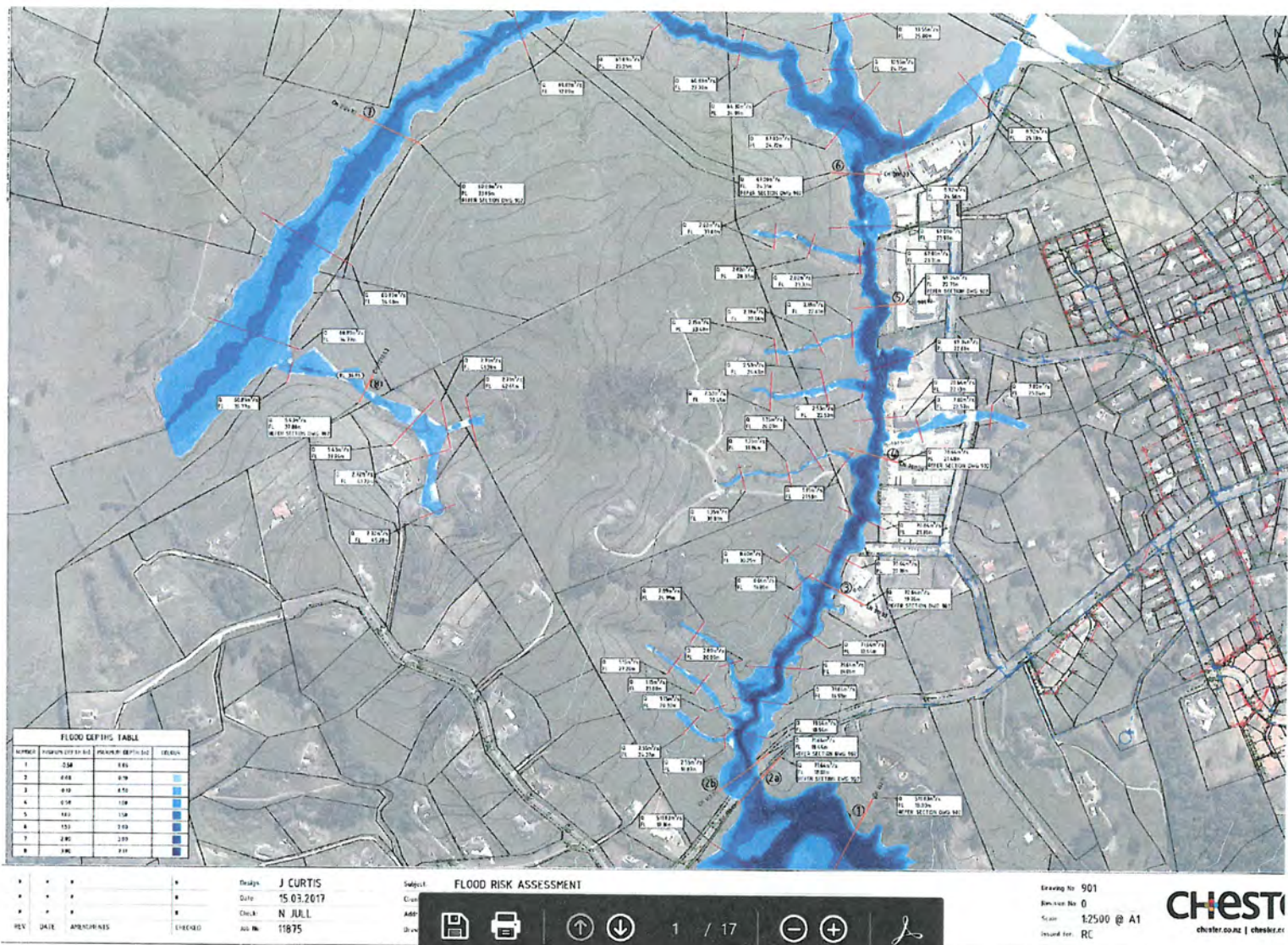
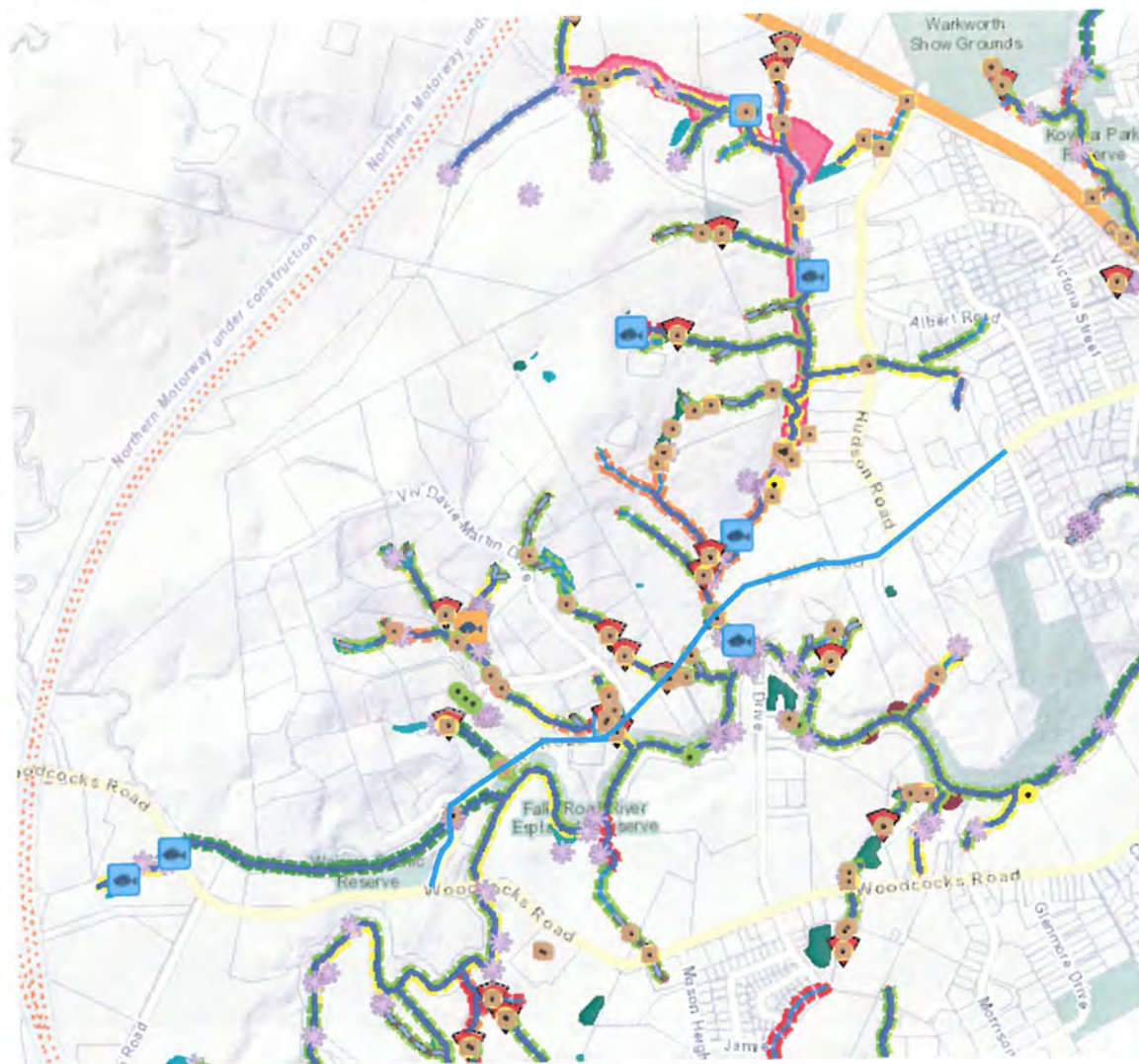


Figure 8 AC Watercourse Assessment GIS layer



I wish to be heard in support of this submission.

If others make a similar submission I would consider presenting a joint case with them at the hearing.

On behalf of Auckland Council:

Signature of person authorised to sign on behalf of submitter

Phill Reid  
Manager Planning – Auckland Wide  
Auckland Council

Dated: 05 June 2019  
Address for service:  
Phill Reid  
Manager Planning – Auckland Wide

Email: [phill.reid@aucklandcouncil.govt.nz](mailto:phill.reid@aucklandcouncil.govt.nz)  
Telephone: 09 301 0101  
Postal address:  
Auckland Council  
135 Albert Street  
Private Bag 92300  
Auckland 1142

**From:** [UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** Unitary Plan Publicly Notified Submission - PPC 25 - Middle Hill Ltd as trustee for the Tyne Trust  
**Date:** Thursday, 4 July 2019 3:30:52 PM  
**Attachments:** [Plan Change 25 - Final Submission.pdf](#)  
[Appendix 1 - Zoning Map - Lodged.pdf](#)  
[Appendix 3 - Proposed Western Distributor Road Alignment.pdf](#)

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The following customer has submitted a Unitary Plan online submission.

**Contact details**

Full name of submitter: Middle Hill Ltd as trustee for the Tyne Trust

Organisation name:

Agent's full name: Harrison Burnard

Email address: harrison@mhg.co.nz

Contact phone number: 099505106

Postal address:

Po Box 37694

Parnell

Auckland 1151

**Submission details**

**This is a submission to:**

Plan modification number: PPC 25

Plan modification name: Warkworth North

**My submission relates to**

Rule or rules:

The Plan Change as a whole.

Property address: 63 State Highway One, Warkworth

Map or maps:

Other provisions:

See submission attached

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

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

The reason for my or our views are:

See submission attached

I or we seek the following decision by council: Accept the plan modification with amendments

Details of amendments: See submission attached

Submission date: 4 July 2019

Supporting documents

Plan Change 25 - Final Submission.pdf

Appendix 1 - Zoning Map - Lodged.pdf

Appendix 3 - Proposed Western Distributor Road Alignment.pdf

**Attend a hearing**

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

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

**Declaration**

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

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

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

Yes

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



## SUBMISSION ON PROPOSED PLAN CHANGE 25 (WARKWORTH NORTH) UNDER THE RESOURCE MANAGEMENT ACT (RMA) 1991

**To:** Auckland Council

**Submitter Name:** Middle Hill Ltd (as trustee for the Tyne Trust)

**Address:** 63 State Highway 1, Warkworth

This submission is made on behalf of Middle Hill Ltd (as trustee for the Tyne Trust), the owners of 25.8 hectares of land at 63 State Highway 1, Warkworth. Middle Hill's land comprises just over 25% of the land area encompassed in proposed Plan Change 25. Middle Hill generally supports proposed Plan Change 25 however seeks the following modifications:

### Overview of relief requested

- 13.1 a. Re-zone the land identified as Business: Light Industry zone on the notified plan change map (Attachment 1) to Business: Mixed Use zone on the requested zone map (Attachment 2).
- 13.2 b. Re-zone the land identified as Business: Light Industry zone and Residential: Mixed Housing Suburban zone as shown on Attachment 1 to Residential: Mixed Housing Urban zone as shown on Attachment 2.
- 13.3 c. Re-zone the land identified as Residential: Single House zone as shown on Attachment 1 to Residential: Mixed Housing Suburban zone as shown on Attachment 2.
- 13.4 d. Confirm the alignment of the Warkworth western collector road and specify an access point to the submitter's land in general accordance with the plan included as Attachment 3.
- 13.5 e. Include the submitter's site as part of the first stage of "live zoning" within the Plan Change Area.
- 13.6 f. Provide for the land use zones requested above to shift slightly northwards as may be required to abut the final / finished designation boundaries, or the carriageway of the NZTA Ara Tuhono Puhoi to Warkworth highway.

### Summary of reasons

#### Light Industry ("LI") zone changing to Mixed Use ("MU") zone

1. Approximately 63.5ha of LI land is already 'live-zoned' to the northern frontage of State Highway 1 and, as of 2019, much of this land is yet to be developed. In addition, there is approximately 7.5ha of partly developed light industry land along the western frontage of Hudson Road. In total, approximately 70% (79ha in total) of 'live-zoned' industrial land in Warkworth is currently vacant. There is not likely to be demand for further industrial land for at least two to three decades.
2. The Warkworth Structure Plan identifies demand for an additional 3 hectares of Mixed Use land in Warkworth, however no green fields land is provided. The Structure Plan indicates that the Mixed Use land around the Town Centre is available to meet this demand growth, however this land is developed with high value residential buildings and does not provide any significant amount of feasible capacity for additional Mixed Use

activities. The northern edge of the Warkworth North area is an ideal location for additional Mixed Use activities given its profile and accessibility. Activities at this location could include, for example, a medical centre, residential care and visitor accommodation.

3. Due to the under construction Northern Motorway extension terminating north of the town, the north-eastern corner of the plan change area will become the main entrance to Warkworth from both the north and the south. Mixed Use is a more appropriate zone in this location as it will respond well to the 'gateway' into Warkworth that will be formed by the new State Highway expansion project. Mixed Use is markedly superior to the General Business or Industry zones which have greater height limits and, in many instances, no design controls or expectations of public amenity at all.
4. Given the concentration of functions and amenities within the Warkworth centre and its centrality within the settlement as a whole, there is no realistic prospect of the requested Mixed Use zone area competing with or undermining that centre. Warkworth centre will remain the social and economic focal point of the community especially for non-retail activities that the community associates with as a focal point.
5. There are a number of watercourses and streams in the area identified as Light Industrial zone on Attachment 1. These are not well suited to light industrial, or large footprint activities and are better suited to finer-grained uses that involve more public uses and residents.

#### Mixed Housing Suburban zone changing to Mixed Housing Urban ("MHU") zone

6. The MHU zone is the most efficient and logical means of interfacing a Mixed Use zone and promotes high density, urban-character living likely to appeal to first-home and affordable-home buyers, including those working in the new business zones in Warkworth. The land identified as MHU on Attachment 2 is close to transport infrastructure including the planned collector routes that will give convenient access to Warkworth centre as well as planned and existing active transport routes.
7. PPC25 would enable development planning and consenting of this area to occur over the next 1-2 years. This would ensure that the significant Watercare infrastructure upgrades are able to be utilised efficiently when completed in 2022.
8. The proposed MHU area is also close to the proposed centre and Mixed Use zones identified in the proposal and as requested in this submission, respectively. This will efficiently provide for people's daily needs.
9. Warkworth North has a small number of landowners and this more readily enables a comprehensive master planned development. The Mixed Housing Urban and Suburban zones would provide more flexibility to enable a high quality master planned development. Mixed Use land in this location would enable an attractive and suitable entrance to the Warkworth North area and township more generally.

#### Single House zone changing to Mixed Housing Suburban zone

10. Excessive use of the single house zoning will promote low-density 'sprawl' development, leading to poor pedestrian connectivity and car dependency. To allow such development

would not be in accordance with the draft Auckland Climate Action Framework, which states:

*“evidence demonstrates that quality compact urban development has many benefits. These include better and lower-carbon transport choices, reduced travel times and costs, and fewer impacts on air and water quality.”<sup>1</sup>*

11. It is also much easier to build high-quality medium density on greenfields land (Hobsonville Point for example) than it is to retrofit it within the existing urban fabric. While this area is on the north-western edge of the township, it will still only be located a maximum of 2km from the town centre, and as such could still be easily accessed by bus or active transport. Further, there is already ample supply of Single House zoned land within Warkworth, with few opportunities for infill or intensification within the town.
12. The Single House zone is restrictive, and does not encourage a wider range of housing typologies, such as attached or terraced dwellings. Future development should provide for a range of dwelling types, at a range of market values. In this regard, we concur with the Manuhiri Kaitiaki Charitable Trust (Mana Whenua), who has requested that the Plan Change provide for affordable housing options<sup>2</sup>. The Mixed Housing Suburban zone is the more appropriate choice for this portion of the site, as this zone will maximise housing choice and allow for a wide variety of housing typologies.
13. While it is acknowledged that this is adjacent to the motorway corridor, the prospect of medium density housing adjacent to a highway can be seen to have been successfully realised across NZTA's North Western routes, including most recently at Hobsonville Point. As such, there are no landscape or environmental sensitivities that would justify a Single House zone, and it would be an inefficient use of well-connected land to waste is unnecessarily on low-density housing.
14. The placement of the new motorway as a defensible boundary will act as a long term, urban edge to the settlement and it is most appropriate that this land be developed to its most efficient possible extent, given how potentially disconnected any residential development to the north of the motorway might be.

#### Include the submitter's site in Stage 1

15. The submitter's land is close to the new highway and will form an important part of the collector network around Warkworth. Omitting the submitter's land from the first stage would not lead to an efficient or effective outcome for the land, and would not be consistent with the principle of establishing the intended collector road to leave out a large and central link.

13.7

16. Related to this the submitter requests that no development be allowed to occur in the new proposed plan change area until a comprehensive infrastructure funding and access solution has been adopted.

<sup>1</sup> Page 31,

[http://infocouncil.aucklandcouncil.govt.nz/Open/2019/06/ENV\\_20190611\\_AGN\\_6851\\_AT\\_files/ENV\\_20190611\\_AGN\\_6851\\_AT\\_Attachment\\_67783\\_1.PDF](http://infocouncil.aucklandcouncil.govt.nz/Open/2019/06/ENV_20190611_AGN_6851_AT_files/ENV_20190611_AGN_6851_AT_Attachment_67783_1.PDF)

<sup>2</sup> Page 28, <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/proposed-plan-changes/docspc25/appendix-7-2-ngati-manuhiri-cia.pdf>

Confirm the route of the Western collector road and identify an access point to the submitter's land

17. Middle Hill Ltd broadly supports the proposed alignment of the indicative western link road; however seeks assurance that access to its site will be provided in the adopted structure plan. A traffic assessment, produced by Arrive transportation consultants outlines several a preferred new access link to the site (Attachment 3). Plan Change 25 should ensure that adequate access to the site is provided for to enable the type of development envisioned in the PPC request and this should be confirmed on the Precinct Plan.

Allow the zone boundary to follow the "final" designation boundary

18. The submitter understands that upon completion of the Puhoi to Warkworth stretch of the Northern Motorway, it is possible that some of the land within the designation may be returned to the previous landowners. If this occurs, the submitter would like to ensure that this land is given an appropriate urban zone, rather than reverting back to the Mixed Rural zoning of parcels beyond the Plan Change area. This would enable this strip of land to be developed, as an isolated strip of rurally zoned land would be too fragmented to be practically usable.
19. The submitter requests that the Precinct contain a rule confirming that the northern boundary of the zone will follow the final designation boundary of the completed highway or the carriage way, and the zones requested (Attachment 2) extend northwards as necessary to remain adjoined to that boundary.

## Conclusion

Middle Hill Ltd requests that Plan Change 25 is accepted with some modifications as detailed above. The relief requested will promote the sustainable management of the land by utilising it efficiently and taking advantage of the site's characteristics including the imposition of a 'hard' northern and urban edge to the zone, the gateway context of the SH1 and new highway intersection, and the relatively discrete location of the site in the corner of the town.

The submitter or agents on behalf wishes to be heard in support of this submission.



Harrison Burnard

Planner – Mt Hobson Group

On behalf of Middle Hill Ltd

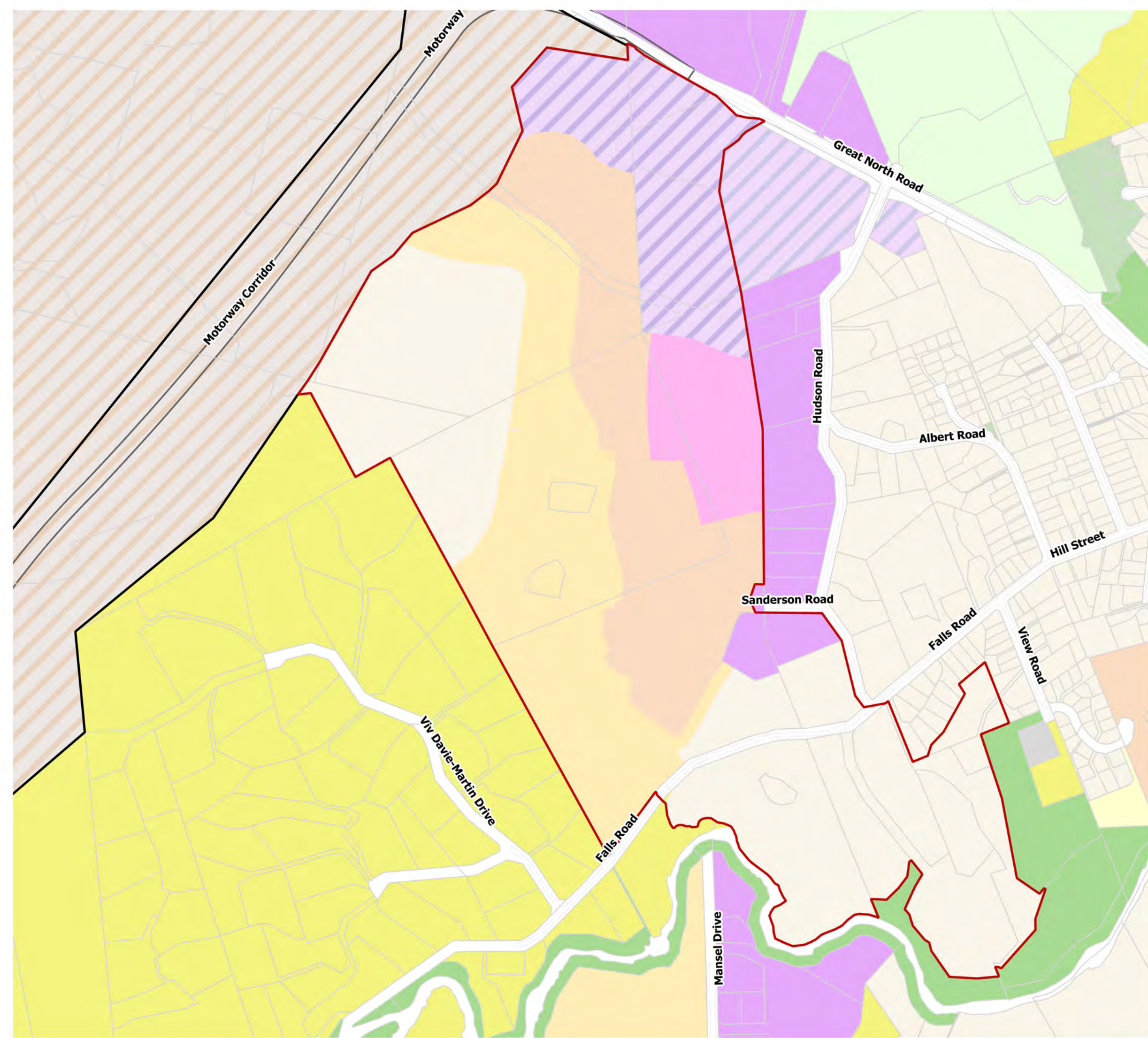
**Date:** 5 July 2019  
**Name:** Middle Hill Ltd  
**Contact person/agent:** Harrison Burnard  
**Address for service:** Middle Hill Ltd  
C/- Mt Hobson Group  
PO Box 37964  
Parnell  
Auckland 1151  
**Telephone:** 09 950 5106  
**Email:** [Harrison@mhg.co.nz](mailto:Harrison@mhg.co.nz)

Attached:

- 1 Plan Change 25 proposed land zoning
- 2 Amended zoning map
- 3 Proposed link for northern end of western collector road.

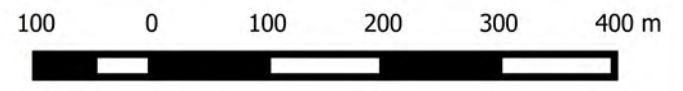
Proposed Zoning Map

- Plan Change Extent
  - Land Parcels
- Unitary Plan Zones**
- Residential - Large Lot Zone
  - Residential - Single House Zone
  - Residential - Mixed Housing Suburban Zone
  - Residential - Mixed Housing Urban Zone
  - Open Space - Conservation
  - Open Space - Informal Recreation
  - Open Space - Sport and Active Recreation
  - 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



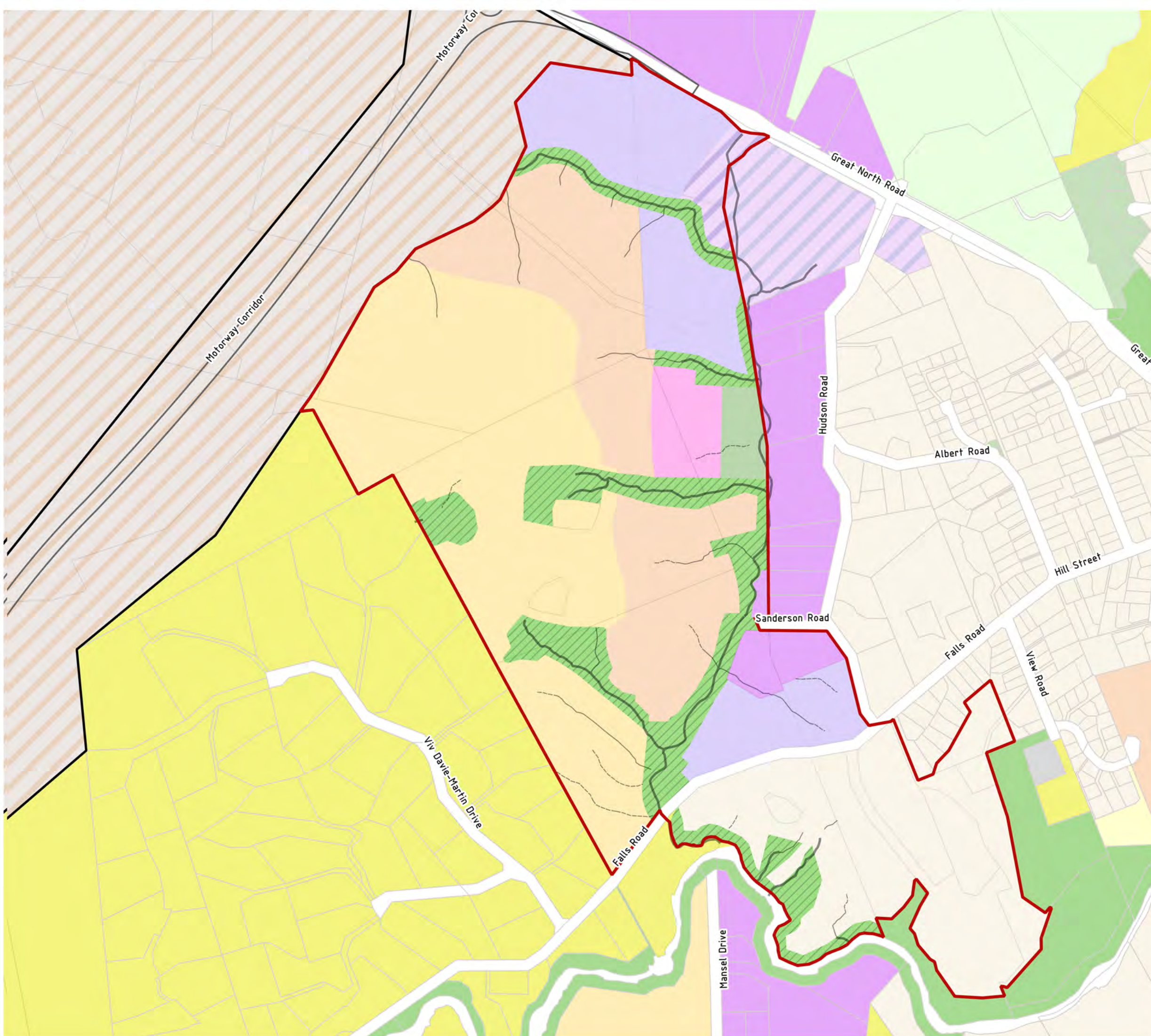
**CHESTER**  
chester.co.nz | chester.com.fj

REVISION	DATE	COMMENT	CHECK
0	9/03/2018	ORIGINAL ISSUE	NJ
1	21/05/2018	WETLANDS ADDED	NJ
2	10/10/2018	REVISE ZONES	NJ
3	15/10/2018	SEA AREAS	NJ
4	15/11/2018	ZONE BOUNDARIES	NJ



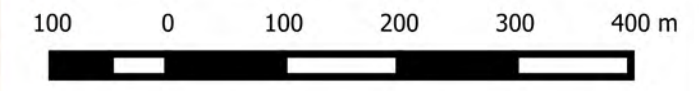
Proposed Zoning Map

- Plan Change Extent
  - Land Parcels
- Stream Classifications**
- Intermittent Stream
  - Permanent 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
  - Indicative Open Space



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REVISION	DATE	COMMENT	CHECK
0	9/03/2018	ORIGINAL ISSUE	NJ
1	21/05/2018	WETLANDS ADDED	NJ
2	10/10/2018	REVISE ZONES	NJ
3	15/10/2018	SEA AREAS	NJ
4	27/06/2019	REVISE ZONES	SR



**Submission on Proposed Private Plan Change 25 to the Auckland Unitary Plan (Operative in Part)**

Clause 6 of Schedule 1, Resource Management Act 1991 (Form 5)

---

To: **Auckland Council**

**1. SUBMITTER DETAILS**Name of Submitter: **Goatley Holdings Limited (Goatley Holdings)**

This is a submission on Private Plan Change 25 to the Auckland Unitary Plan – Operative in Part (AUP).

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

Goatley Holdings is directly affected by effects of the subject matter of the submission that:

- a) Adversely affect the environment; and
- b) Do not relate to trade competition or the effects of trade competition.

**2. SCOPE OF SUBMISSION**

The specific aspects and provisions of Proposed Private Plan Change 25 that this submission relates to are:

- a) Business – Light Industrial Zoning;
- b) Identified neighbourhood centre;
- c) Provision of a mix of residential zoning; and
- d) Indicative Western Link alignment

**3. SUBMISSION****3.1 Introduction**

Goatley Holdings own five properties (“the land”) in Goatley Road and State Highway 1 (SH1) as shown in **Figure 1** and described in the table below. Skywork Helicopters Ltd currently operate from a number of buildings located in the northern portion of the land. There are also three existing residential dwellings and a farm shed located on the land.





Figure 1: Location of the subject site (Source: Auckland Council Geomaps)

Street Address	Legal Description
38 Goatley Road	Lot 1 DP 88298
104 State Highway 1	Lot 2 DP 88298
102 State Highway 1	Pt Allot 95 Psh Of Mahurangi SO 27C
42A State Highway 1	Lot 2 DP 155679
N/A	Lot 3 DP 155679 and Lot 3 DP 61693

The land is bound by Goatley Road to the west and SH1 to the south. The new Puhoi to Warkworth p2Wk motorway project will provide connection (by way of a round-about) to the existing SH1 directly to the south of the land. This project is currently under construction and will be open for traffic by late 2021. Currently the land is zoned Business – Light Industry under the Auckland Unitary Plan (Operative in Part).

By way of background, Goatley Holdings Limited and Stellan Trust have lodged a resource consent application for a 94-lot subdivision of their Business – Light Industry zoned land. This

resource consent application is currently being processed by Auckland Council and the applicant is yet to respond to further information requests.

### **3.2 Proposed Private Plan Change 25**

#### **3.2.1 Oppose**

Goatley opposes the proposed Business – Light Industry zoning in Private Plan Change 25. | 14.1

#### **3.2.2 Reasons**

The Council's Warkworth Structure Plan shows Business – Light Industry fronting the existing SH1 and also extending from north to south through the plan change area up to Falls Road and between Hudson Road and the river on the land to the south of Sanderson Road. The existing zoning and amount of industrial land within Warkworth provides a sufficient supply of industrial land.

The McDermott Consultants economic report submitted with the Private Plan Change outlines a potential over-commitment of land for industrial type purposes. The Economic reports states (page 4):

*“the currently zoned capacity will be enough to meet demand for many years”*

There is no need for any more additional industrial land in Warkworth. Goatley oppose any more industrial land on the Turnstone land or in the plan change area. Providing an oversupply of industrial land will mean that land is likely to sit vacant for many years, land will not be efficiently utilised, and there will not be the opportunity for an appropriate balance to be achieved as to employment types and also a comparative balance between residential and employment land.

### 3.2.3 Support

Goatley Holdings support the following aspects of Private Plan Change 25:

- Business – Neighbourhood Centre/Business – Local Centre;
- Mix of residential zoning; and
- Indicative Road (Western Link alignment)

14.2

### 3.2.4 Reasons

Goatley Holdings support the above aspects of Private Plan Change 25 for the following reasons:

**Business – Neighbourhood Centre** – The proposed neighbourhood centre is well-located and will be accessible for the community that will establish within the proposed residential areas. The neighbourhood centre will be important for servicing the community and contributing to the functionality and vitality of Warkworth Town Centre.

We understand that Turnstone are seeking Business – Local Centre as opposed to the Neighbourhood Centre currently shown on the notified zoning map. Goatley supports this potential change as this will provide for supporting employment close to the live zoned industrial land.

14.3

**Mix of Residential zoning** – The mix of residential zoning (Mixed Housing Urban, Mixed Housing Suburban and Single House) identified within the Private Plan Change will deliver housing in a variety of types and sizes to provide housing choice for the community. This is consistent with one of the key principles of the Warkworth North Structure Plan which is to provide a range of housing options in Warkworth so that it is a place for people to live at all stages of life.

**Indicative Road (Western Link alignment)** – One of the key elements of the Warkworth North Structure Plan is to provide transport connectivity with the wider area. The indicative Western Link alignment identified in Private Plan Change 25 will be a key piece of roading infrastructure for Warkworth that will enable well-functioning and well-planned transport networks. The

14.4

indicative road provides good network and transport links and connections for the area which is supported.

#### **4. DECISIONS SOUGHT**

Goatley Holdings seeks the following relief from Auckland Council (or other relief or other consequential amendments as are considered appropriate or necessary to address the concerns set out in this submission):

- a) Removal of the Business – Light Industry Zone within the Plan Change Area.
- b) Any such further or consequential changes necessary or appropriate to address the concerns expressed in this submission.

Goatley Holdings wishes to be heard in support of this submission.

If others make a similar submission Goatley Holdings will consider presenting a joint case with them at the hearing.



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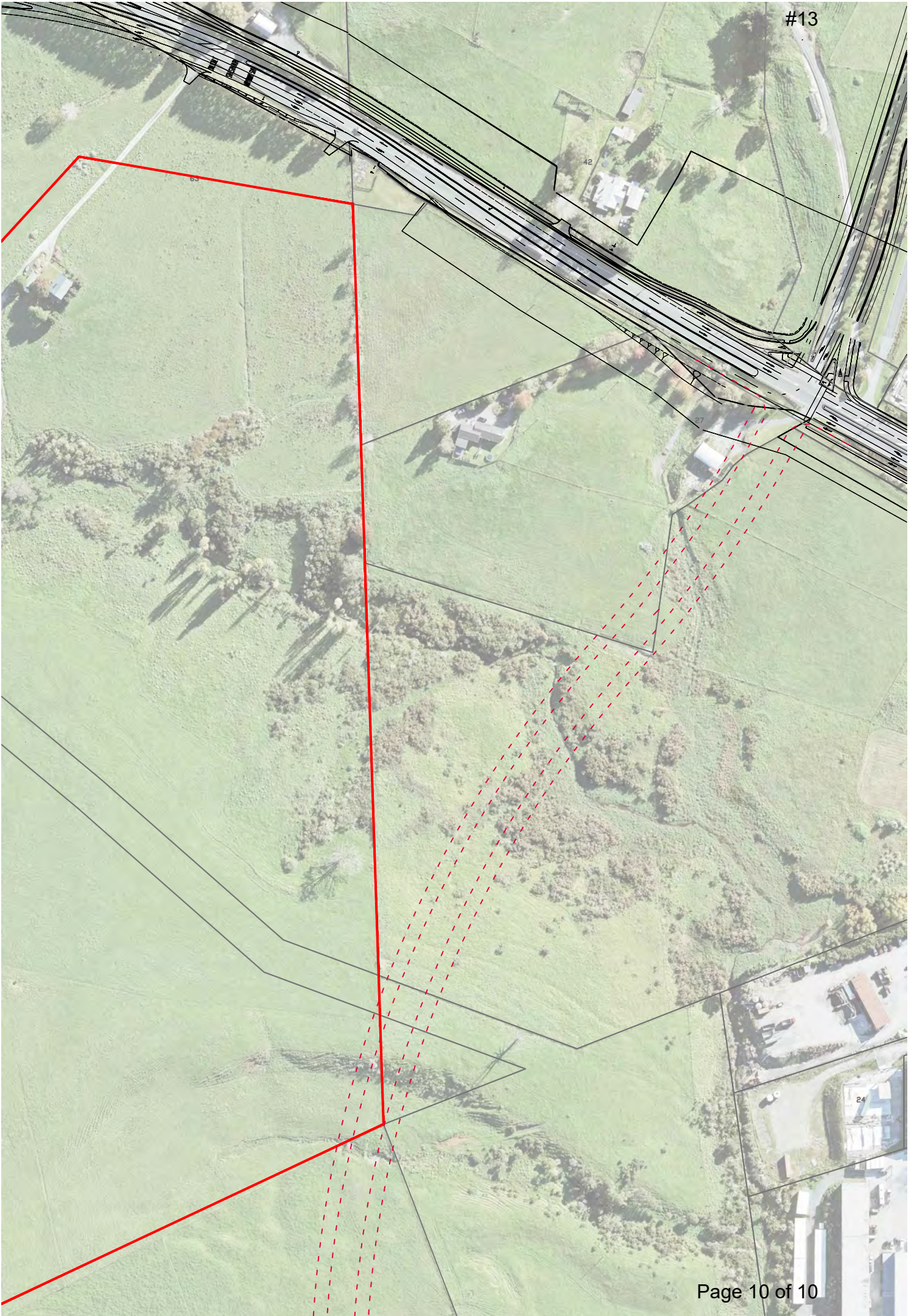
Pamela Santos, Barker & Associates Ltd  
(Persons authorised to sign on behalf of submitter)

Date: 4 July 2019

#### **5. ADDRESS FOR SERVICE**

Goatley Holdings Limited  
c/- Barker & Associates Ltd  
PO Box 1986  
Auckland 1140  
Attn: Pamela Santos

Mobile: 021 306 026  
Email: pamelas@barker.co.nz



**SUBMISSION ON PLAN CHANGE 25 (PRIVATE): WARKWORTH NORTH TO THE  
AUCKLAND UNITARY PLAN – OPERATIVE IN PART**

**Clause 6 of Schedule 1 of the Resource Management Act 1991**

To: Auckland Council  
unitaryplan@aucklandcouncil.govt.nz

Copy to: Turnstone Capital Limited  
c/- Barker and Associates  
burnetteo@barker.co.nz

**WARKWORTH PROPERTIES (2010) LTD** c/- Ellis Gould, Solicitors at the address for service set out below (“**the Submitter**”) makes the following submission in relation to Plan Change 25 (Private): Warkworth North (“**the Plan Change**”).

1. The Plan Change seeks operative urban zonings for Future Urban zoned land on the northern margins of Warkworth.
2. The Submitter will be directly affected by the Plan Change as the owner of the site on the north western corner of the Hudson Road SH1 intersection, legally described as Section 4 Survey Office Plan 476652 (“**Site**”), part of which is proposed to be zoned a mix of Light Industry and Mixed Housing - Urban pursuant to the Plan Change.
3. The Submitter is not a trade competitor of the applicant for the Plan Change and could not gain any advantage in trade competition through this submission.
4. The Submitter generally supports the Plan Change for the reasons set out below. The Submitter has a particular interest in:
  - (a) The proposed extent and location of Light Industry zoning;
  - (b) The proposed indicative location of the route for the Western Link Road (“**WLR**”); and
  - (c) The adequacy of stormwater analysis supporting the Plan Change.
5. The reasons for the submission are as follows;
  - (a) Unless the relief sought below in this submission is granted, the Plan Change will:

- (i) Not promote the sustainable management of natural and physical resources;
  - (ii) Not amount to and promote the efficient use and development of resources;
  - (iii) Be inconsistent with the purpose and principles in Part 2 of the Resource Management Act 1991 ("**RMA**"); and
  - (iv) Not be appropriate in terms of section 32 of RMA.
- (b) Provided the relief sought below in this submission is granted, the Plan Change will be in accordance with the purpose and principles of the RMA and will be appropriate in terms of section 32 of the RMA.

In particular, but without derogating from the generality of the above:

- (c) The Site has a split zoning:
- (i) A 5.5 hectare portion of the Site fronting Hudson Rd and SH1 has a General Business zoning. This part of the Site is currently subject to an application for resource consent for large format retail incorporating a Pak'n Save supermarket.
  - (ii) The balance of the Site is subject to a Future Urban zoning. The Plan Change proposes to rezone a proportion of this part of the Site to Light Industry.
- (d) The Submitter generally supports the proposal to apply live urban zones to the Future Urban zoned land subject to the Plan Change but wishes to ensure that the Plan Change provides for development in an appropriate manner whilst ensuring that potential adverse effects on its land are minimised.

*Suitability of Light Industry Zoning of the Site*

- (e) The Plan Change proposes Light Industry zoning for a proportion that part of Site which is currently zoned Future Urban, along with land immediately to its south.
- (f) The Submitter agrees that this land should be allocated an operative urban zoning but considers that the Light Industry zoning is not appropriate and should be replaced by a Mixed Housing – Urban zone, for the following reasons:

- (i) This land has a relatively steep contour and is not well suited practically to industrial activities, which ideally use relatively large and flat building and manoeuvring platforms.
  - (ii) The allocation of Light Industry zoning to this land is inconsistent with the rationale set out in the section 32 report supporting the Plan Change for the application of zonings (namely that generally residential activities have been proposed on steeper areas with Light Industry applied on flatter more developable land).
  - (iii) Because the land is relatively steep it would be more suitably zoned for residential activity, complementary to the Mixed Housing – Urban zoning proposed for adjacent land.
  - (iv) The application of Mixed Housing – Urban zoning to the part of the Site subject to the Plan Change would result in a small, narrow and inappropriate block of Light Industry zoned land to the south and a lengthy sensitive boundary between Light Industry and Mixed Housing – Urban that would give rise to significant interface issues. That land should, therefore, also be rezoned Mixed Housing – Urban.
- (g) The Submitter therefore seeks the application of the Mixed Housing – Urban zone for that part of the Plan Change Area shown in **Annexure A** to this submission. Failing that, the Submitter seeks the application of the Mixed Housing – Urban zone to that part of the Site that is subject to the Plan Change, as shown in **Annexure B** to this submission.

*Location of Western Link Road*

- (h) The Precinct proposed under the Plan Change:
- (i) Identifies an indicative route for the WLR; and
  - (ii) Provides for the WLR to be secured and constructed through a subsequent resource consent process.
- (i) The Submitter supports the indicative route identified for the WLR which does not encroach on the land owned by the Submitter that has an operative zoning (General Business). This approach is consistent with:



- (i) Submissions made by the Submitter on Notices of Requirement lodged by New Zealand Transport Agency and Auckland Transport in relation to the location of the intersection of the proposed Matakana Link Road with SH1; and
  - (ii) Feedback provided by the Submitter to Auckland Council on the Draft Warkworth Structure Plan.
- (j) While the Submitter agrees that the WLR route through the Plan Change area should be flexible, it considers it desirable to provide greater certainty in the immediate vicinity of the intersections with the existing road network. Accordingly, the Submitter seeks the inclusion of a control in the Precinct provisions that fixes the location of the WLR in the immediate vicinity (eg: within 100m) of SH1 to the north and Falls Road to the south.
- (k) The location of these intersections will have a particularly significant impact on the location and form of proximate activities. Thus, fixing the location of these parts of the WLR will enable land owners to plan activities with certainty and to reduce the prospect of potential adverse effects on urban form and the rational and efficient use of land.

*Potential Flooding Effects*

- (l) The Plan Change will alter the use of approximately 99 hectares of land from primarily rural activities to primarily urban activities (business and residential). This will necessarily result in a significant increase in the amount of impervious surfaces within the Plan Change area over time.
- (m) The Application has not assessed the potential increased flood risk for the Site with this increase in impervious area. The Submitter therefore seeks assurance that there will be no increase in flooding on its land as a result of the rezoning proposed with the Plan Change, and, to the extent necessary, incorporation into the Plan Change provisions which ensure that outcome.

6. The Submitter seeks that the Plan Change be upheld provided the following changes are made:

15.1

- (a) That the proposed zoning of the area identified on **Annexure A** to this submission be altered from a mix of Light Industry and Mixed Housing – Urban to Mixed Housing - Urban, as shown in **Annexure A**.

- 15.1 (b) That, if the relief in item (a) above is not granted, that the proposed zoning of the part of the Site subject to the Plan Change be altered from a mix of Light Industry and Mixed Housing – Urban to Mixed Housing - Urban, as shown in **Annexure B** to this submission.
- 15.2 (c) That a control be included in the Precinct which fixes the location of the WLR within 100m of its intersections with SH1 to the north-east and Falls Road to the south-west, and which aligns with the indicative location of the WLR identified in Precinct Plan 1.
- 15.3 (d) That an assessment of potential flooding risk for the Site be undertaken and that, to the extent necessary, provisions be incorporated into the Plan Change which ensure that there will be no increase in flooding risk for the Site as a result of the rezoning proposed in the Plan Change.
- (e) Such other orders, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.
7. The Submitter wishes to be heard in support of its submission.
8. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.

**DATED** this 5<sup>th</sup> day of July 2019

**WARWORTH PROPERTIES (2010)**  
**LTD** by its solicitors and duly authorised  
agents, Ellis Gould



---

**DA Allan / AK Devine**

**ADDRESS FOR SERVICE:** The offices of Ellis Gould, Solicitors, Level 17, Vero Centre, 48 Shortland Street, PO Box 1509. Auckland 1140, DX CP22003, Auckland. Telephone: (09) 307-2172, Facsimile: (09) 358-5215. Attention: Douglas Allan, Alex Devine. dallan@ellisgould.co.nz, adevine@ellisgould.co.nz.

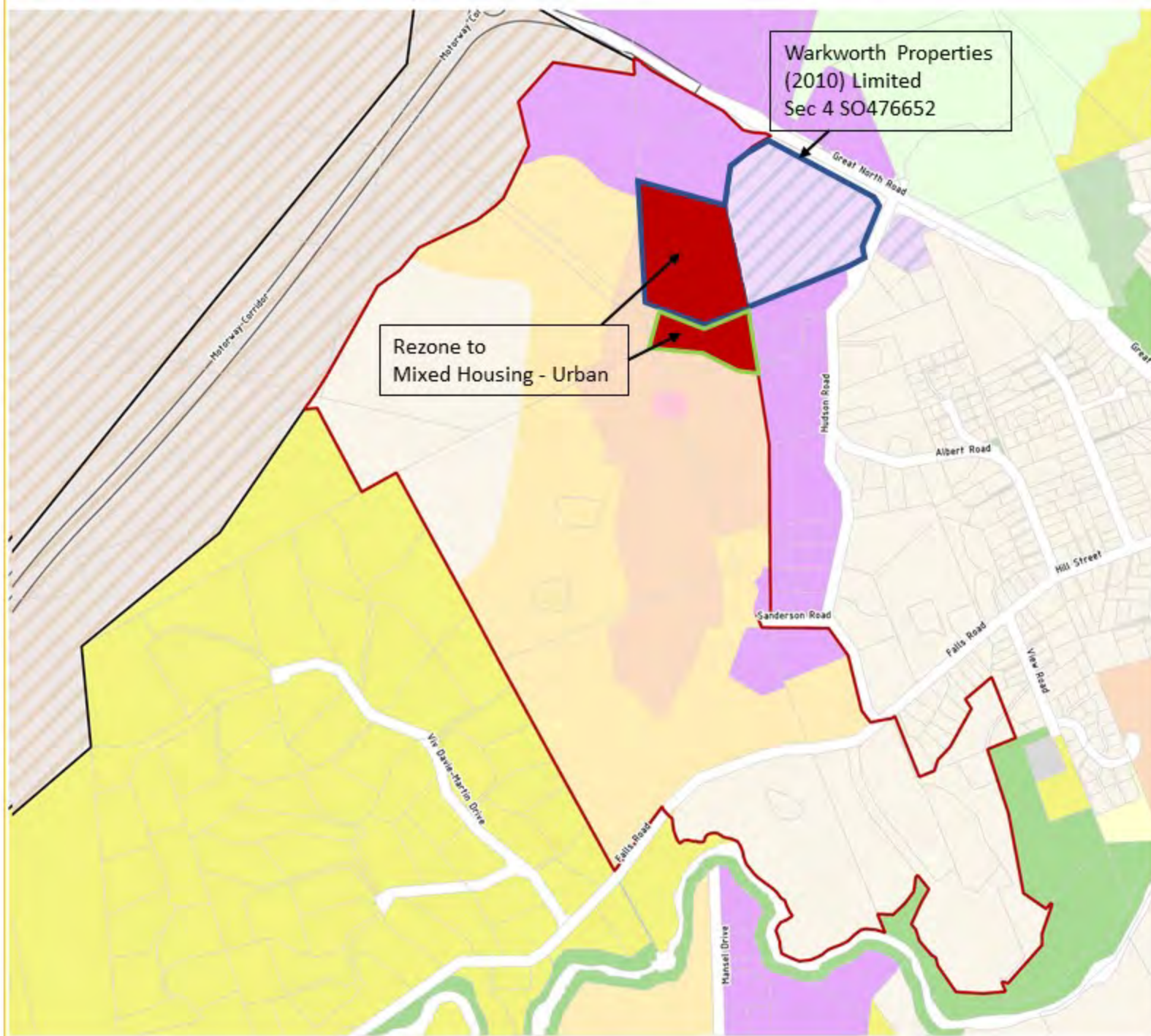
**Annexure A**

Warkworth Properties  
(2010) Limited  
Sec 4 SO476652

Rezone to  
Mixed Housing - Urban

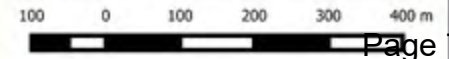
Proposed Zoning Map

- Plan Change Extent
  - Land Parcels
- Unitary Plan Zones**
- Residential - Large Lot Zone
  - Residential - Single House Zone
  - Residential - Mixed Housing Suburban Zone
  - Residential - Mixed Housing Urban Zone
  - Open Space - Conservation
  - Open Space - Informal Recreation
  - Open Space - Sport and Active Recreation
  - Business - Neighbourhood 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



**CHESTER**  
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REVISION	DATE	COMMENT	CHECK
5	20/12/2018	ZONE BOUNDARIES	NJ
6	11/01/2019	NEIGHBOURHOOD ZONE	NJ
7	18/01/2019	ZONE BOUNDARIES	NJ
8	22/03/2019	LEGEND	NJ
9	2/04/2019	LEGEND	NJ



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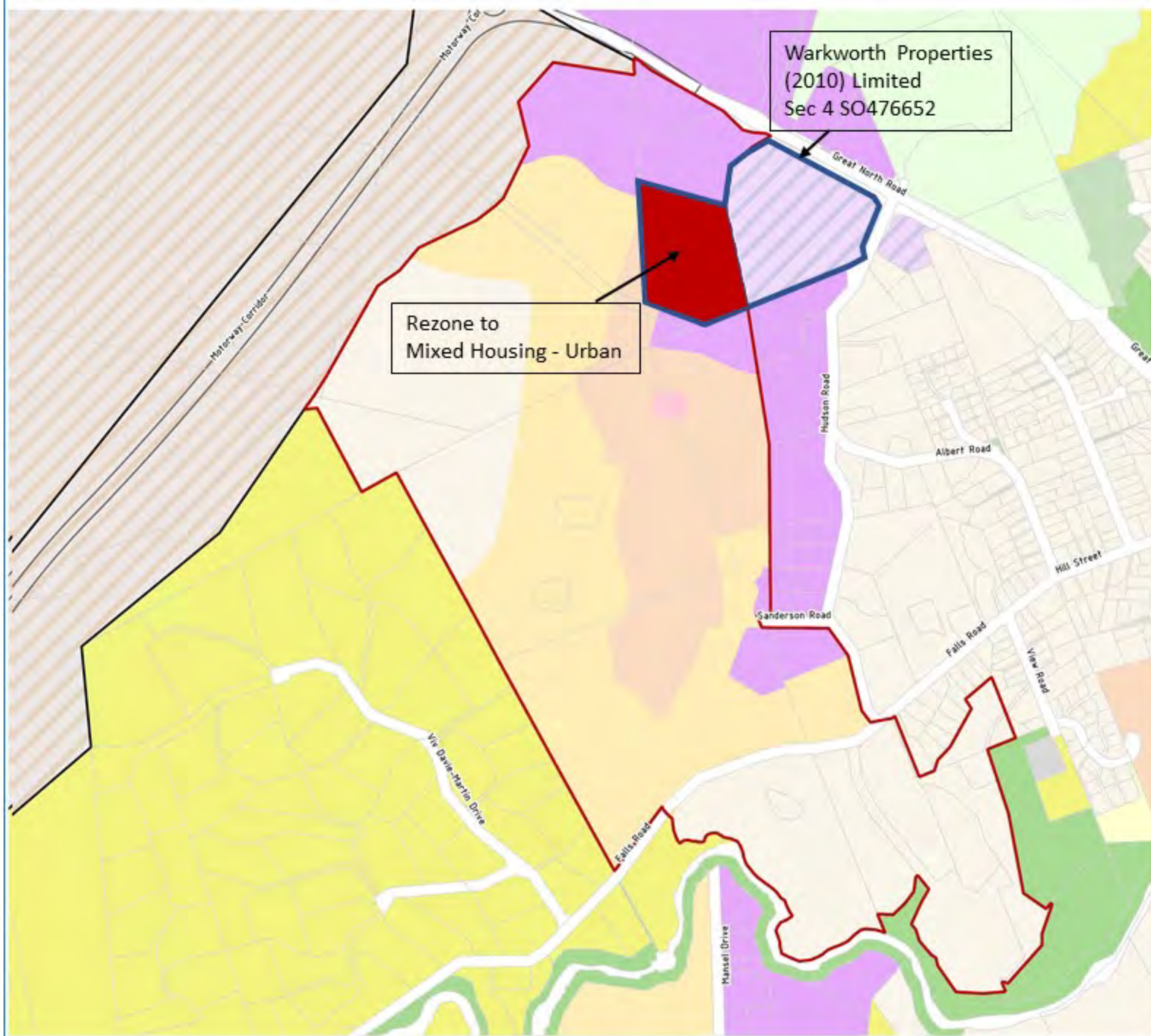
**Annexure B**

Warkworth Properties  
(2010) Limited  
Sec 4 SO476652

Rezone to  
Mixed Housing - Urban

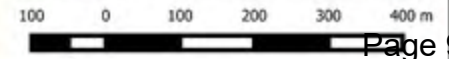
Proposed Zoning Map

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  - Land Parcels
- Unitary Plan Zones**
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  - Open Space - Sport and Active Recreation
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  - Business - General Business Zone
  - Business - Light Industry Zone
  - Future Urban Zone
  - Rural - Rural Production Zone
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  - Special Purpose - Healthcare Facility and Hospital Zone



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9	2/04/2019	LEGEND	NJ



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5 July 2019

Plans and Places  
Auckland Council  
Private Bag 92300  
Auckland 1142  
Attn: John Duguid

Email: [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz)

**Re: Proposed Private Plan Change 25 - Warkworth North**

Please find attached Auckland Transport's submission on the proposed private plan change 25 from Turnstone Capital Limited.

If you have any queries in relation to this submission, please contact Katherine Dorofaeff, Principal Transport Planner, on 09 447 4547.

Yours sincerely



Tracey Berkahn  
**Acting Executive General Manager: Planning and Investment**

cc:  
Barker and Associates Ltd  
PO Box 1986  
Shortland Street  
Auckland 1140  
Attention: Burnette O'Connor

Via email: [BurnetteO@barker.co.nz](mailto:BurnetteO@barker.co.nz)

## Submission by Auckland Transport on private plan change 25 - Warkworth North

**To:** Auckland Council

**Submission on:** Proposed private plan change 25 from Turnstone Capital Limited for land at Warkworth North

**From:** Auckland Transport  
Private Bag 92250  
Auckland 1142

### 1. Introduction

- 1.1 Turnstone Capital Limited ('Turnstone' or 'the applicant') is applying for a plan change ('PC25' or 'the plan change') to the Auckland Unitary Plan – Operative in Part ('AUP(OP')) to rezone approximately 99 hectares of land in Warkworth North from Future Urban to a mix of Residential zones (Mixed Housing Urban, Mixed Housing Suburban and Single House), and Business zones (Light Industry and Neighbourhood Centre).
- 1.2 The rezoning is expected to provide capacity for approximately 1,000 to 1,200 dwellings, 13 hectares of light industrial land and a neighbourhood centre of 3,000m<sup>2</sup>. PC25 also introduces a new Warkworth North precinct for the plan change area north of Falls Road, applies the Stormwater Management Area Flow -1 (SMAF-1) overlay to the whole of the plan change area, and applies the Significant Ecological Area overlay to two areas.
- 1.3 Auckland Transport ('AT') is a Council-Controlled Organisation of Auckland Council ('the Council') and the Road Controlling Authority for the Auckland region. AT has the legislated purpose to contribute to an 'effective, efficient and safe Auckland land transport system in the public interest'.<sup>1</sup> AT is responsible for the planning and funding of most public transport; operating the local roading network; and developing and enhancing the local road, public transport, walking and cycling network.
- 1.4 Urban development on greenfield land not previously developed for urban purposes generates transport effects and the need for investment in transport infrastructure and services to support construction, land use activities and the communities that will live and work in these areas. AT's submission seeks to ensure that the transport related matters raised by PC25 are appropriately considered and addressed.
- 1.5 AT is also part of the Supporting Growth Alliance (Te Tupu Ngātahi) ('SGA') which is a collaboration between AT and the New Zealand Transport Agency ('NZTA') to plan and route protect the preferred transport network in future growth areas such as Warkworth. In reviewing this plan change, AT has had regard to the Integrated Transport Assessment ('ITA') completed by SGA in February 2019 to complement the Warkworth Structure Plan. The Warkworth Structure Plan was prepared by the

<sup>1</sup> Local Government (Auckland Council) Act 2009, section 39.



Council and went through a robust process, including four stages of consultation, before being adopted by the Council's Planning Committee on 4 June 2019. The structure plan sets out a pattern of land uses and the supporting infrastructure network for approximately 1000 hectares of Future Urban zoned land around Warkworth.

1.6 The ITA completed for the Warkworth Structure Plan identifies a strategic transport network which includes the Western Link Road passing through the plan change area. The Western Link Road runs between State Highway 1 (north) and State Highway 1 (south) and includes Mansel Drive and a small part of Falls Road. In reviewing the plan change, AT has been particularly interested in how the plan change provides for the Western Link Road and has regard to the anticipated form and function of that road.

1.7 AT is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

## 2. Specific parts of the plan change that this submission relates to

2.1 The specific parts of the plan change that this submission relates to are set out in **Attachment 1**. In keeping with AT's purpose, the matters raised relate to transport, and include:

- Deficiencies in the transport information provided to support the plan change
- Deficiencies in the precinct plan provisions relating to transport matters
- Lack of funding or alternative mechanisms identified to ensure that the transport infrastructure and services required to support the rezoning will be provided
- Lack of certainty about how the Western Link Road will be route protected and provided for by the plan change
- Loss of potential employment land adversely affecting integration of land use and transport.

2.2 AT opposes the plan change unless the applicant satisfactorily addresses the matters raised in **Attachment 1**.

2.3 AT is available and willing to work through the matters raised in this submission with the applicant.

## 3. Decisions sought

3.1 The decisions which AT seeks from the Council are set out in **Attachment 1**.

3.2 In all cases where amendments to the plan change are proposed, AT would consider alternative wording or amendments which address the reason for AT's submission. AT also seeks any consequential amendments required to give effect to the decisions requested.

## 4. Appearance at the hearing

4.1 AT wishes to be heard in support of this submission.

4.2 If others make a similar submission, AT will consider presenting a joint case with them at the hearing.

**Name:** Auckland Transport

**Signature:**



Tracey Berkahn  
Acting Executive General Manager: Planning and Investment

**Date:** 5 July 2019

**Contact person:** Katherine Dorofaeff  
Principal Planner

**Address for service:** Auckland Transport  
Private Bag 92250  
Auckland 1142

**Telephone:** 09 447 4547

**Email:** [katherine.dorofaeff@at.govt.nz](mailto:katherine.dorofaeff@at.govt.nz)

Attachment 1

Issue	Support / oppose	Reasons for submission	Decision requested
The whole plan change	Oppose	<p><b>Deficiencies in the transport information provided</b></p> <p>The traffic and transport information and assessment provided in the applicant's Integrated Transport Assessment ('ITA') is not sufficient to determine the transport effects resulting from PC25 and the consequential development. Those transport effects need to be determined so that they can be avoided, remedied or mitigated.</p> <p><i>Modelling</i></p> <p>The modelling undertaken to support the applicant's ITA does not provide the level of assessment required to understand the potential transport effects of the proposal. The ITA relies on the regional transport model (ART I11), with SIDRA modelling of two individual intersections. ART is a macroscopic modelling tool suitable for large sub regional or regional catchments, with SIDRA being a microscopic modelling tool suited to modelling an isolated intersection. The outputs of the regional transport model assumed different land uses than are proposed in the plan change. The ITA needs to further consider assumptions about land use and transport projects in ART I11 and the relevance of these assumptions to the current proposal.</p> <p>To assess the potential transport effects of the proposed development, in particular the key connection points, the ITA needs to include traffic modelling that considers current volumes, forecast base volumes associated with wider growth and infrastructure changes and plan change volumes. The default ART volumes should not be assumed as reasonable, noting the differences in land use and the higher tiered nature of the regional model. The ITA should also consider relevant regional models being used by SGA. This may include a shift from ART to the regional macro simulation model (MSM) and use of a consistent modelling platform used by the SGA, being a meso-scopic model (SATURN).</p> <p>The applicant's ITA needs to include a traffic modelling assessment of the Warkworth North area and key transport links beyond the plan change area. This traffic modelling assessment is required to:</p>	<p>Decline the plan change, unless all of the following are addressed:</p> <ul style="list-style-type: none"> <li>• sufficient additional information (including traffic modelling) is provided, as outlined in this submission, to assess transport effects</li> <li>• the plan change is amended to:               <ul style="list-style-type: none"> <li>○ avoid, remedy or mitigate transport effects</li> <li>○ ensure that subdivision and development will be co-ordinated with the delivery of transport infrastructure and services including connections to the wider network</li> <li>○ address all matters raised this submission</li> </ul> </li> <li>• certainty is provided about how the plan change will ensure that the transport infrastructure and services required to support the rezoning, including the Western Link Road, will be provided.</li> <li>• it is demonstrated that the lesser amount of Business zoned land, when compared with the zoning proposed in the Warkworth Structure Plan, will not have an adverse effect on the ability of the wider Warkworth area to be self-sufficient for employment.</li> </ul>

16.1

Issue	Support / oppose	Reasons for submission	Decision requested
		<ul style="list-style-type: none"> <li>• assess the effects on the transport network of the development which would be enabled by the plan change</li> <li>• identify the transport infrastructure required to support and enable the proposed development, and outline whether the infrastructure is assumed to be publicly or privately funded and delivered</li> <li>• inform staging of development to align with provision of required transport infrastructure</li> <li>• assess the effects that may result if any required transport infrastructure is not in place. As well as addressing developer provided infrastructure, consider the effects that may result if any transport infrastructure planned in public documents, but currently unfunded, is not in place.</li> </ul> <p>The key transport links beyond the plan change area which should be considered in the traffic modelling assessment will depend on staging of the development and delivery of the Western Link Road. The modelling may require assessment of Hill Street / Great North Road, Woodcocks Road / Auckland Road, Hudson Road / Great North Road, and Falls Road / Woodcocks Road intersections.</p> <p><i>Future road network</i></p> <p>Further assessment of the future road network is required. In particular, apart from the Western Link Road, the applicant has assumed that all roads will be local roads. Collector roads should also be provided for as a specific road typology needed to service development within the plan change area.</p> <p><i>Cycling</i></p> <p>More information is required to show that the provisions of the plan change will enable cycling as a logical transport choice within and beyond the precinct.</p> <p><i>Summary</i></p> <p>In summary, the applicant needs to provide additional information and assessment of potential transport effects. This needs to include:</p>	

Issue	Support / oppose	Reasons for submission	Decision requested
		<ul style="list-style-type: none"> <li>• Traffic modelling assessments which address the concerns raised above about the adequacy of the information included in the applicant's ITA.</li> <li>• Anticipated timing and funding arrangements for the transport infrastructure and services required to enable the development. This should include an implementation plan identifying what the developer will deliver at their cost, and when.</li> <li>• Information about how the precinct provisions will ensure that the delivery of transport infrastructure and services is integrated with subdivision and development.</li> <li>• An assessment of street typologies, including the need for collector roads to service development.</li> <li>• A Movement Plan identifying key connection points or intersections, indicative road alignments, and walking and cycling networks within the precinct.</li> <li>• Detail about how a well-connected and safe cycle network will be achieved within and beyond the precinct.</li> </ul> <p><b>Deficiencies in precinct plan provisions</b></p> <p>As outlined in more detail elsewhere in this submission, there are deficiencies in the provisions proposed for the new Warkworth North Precinct (objectives, policies, rules, assessment criteria, special information requirements, and precinct plans). In particular, the provisions:</p> <ul style="list-style-type: none"> <li>• Do not properly avoid, remedy or mitigate adverse transport effects</li> <li>• Do not co-ordinate subdivision and development with the delivery of the required transport infrastructure and services</li> <li>• Lack robustness, and in some cases are not well articulated and lack clarity</li> <li>• Lack clear alignment between objectives and policies and the implementing rules and assessment criteria.</li> </ul> <p><b>Lack of funding or alternative mechanisms for transport infrastructure and services</b></p> <p>The plan change is occurring before AT and the NZTA have completed planning for the transport infrastructure and services to support urban growth in the Warkworth area. Preferred routes to</p>	

Issue	Support / oppose	Reasons for submission	Decision requested
		<p>support the Warkworth Structure Plan have not been confirmed, and the funding is only allocated for existing strategic projects such as the Matakana Link Road. For this plan change, the particular concern is the absence of funding for the Western Link Road. The applicant has indicated willingness to construct the road to collector road standard, leaving AT to purchase additional land alongside the collector road to provide for a future upgrade to an arterial standard. This type of arrangement is possible but still requires AT to have funding available to acquire the additional land required. Other funding requirements include: addressing expected road damage from heavy construction vehicles; providing public transport services and infrastructure; upgrading existing roads needed to service the development to an urban standard including for walking and cycling.</p> <p>AT has had initial discussions with the applicant about funding including the possibility of entering into an infrastructure funding agreement. However further work is required to resolve these matters.</p> <p><b>Lack of certainty about the Western Link Road</b></p> <p>As well as lack of funding, there are other uncertainties about how this plan change provides for the Western Link Road. These uncertainties relate to land ownership, connections at the northern and southern ends of the Western Link Road, and the robustness of the precinct plan provisions. Also, SGA has not yet undertaken the detailed work needed to confirm whether the general alignment proposed in Precinct Plan 1 can be supported.</p> <p>The plan change includes land which is not owned by the applicant. In particular, the northern portion of the proposed Western Link Road, including the intersection with State Highway 1 (refer to Precinct Plan 1) is located on land not owned by the applicant. AT understands that the affected owners have not formally agreed to the proposed location of the Western Link Road on their properties. AT does not support rezoning for urban use in the absence of agreed and certain route protection for the Western Link Road.</p>	

Issue	Support / oppose	Reasons for submission	Decision requested
		<p>The Warkworth Structure Plan and associated ITA show an indicative alignment for the Western Link Road. These documents indicate that the intersection of the Western Link Road and Great North Road (State Highway 1) aligns with the proposed Matakana Link Road on the northern side of SH1. The alignment for the Western Link Road shown on Precinct Plan 1 in PC25 is not consistent with the Warkworth Structure Plan and the associated ITA.</p> <p>The statutory planning processes associated with confirming the route for the Matakana Link Road, including its intersection with State Highway 1, have not been completed. The location of the northern end of the Western Link Road and its intersection with State Highway 1 is dependent on confirming the route and intersection for Matakana Link Road.</p> <p>SGA is aware of geotechnical limitations on the plan change land which need to be further understood before confirming the alignment of the Western Link Road. The applicant's supporting information includes a Geotechnical Engineering Feasibility Assessment from KGA Geotechnical Group Ltd. That assessment generally concludes that the land is suitable for the proposed zoning subject to later detailed geotechnical engineering investigation and design once development details are known. The assessment does not address geotechnical limitations specific to a proposal to locate an arterial road (i.e. the Western Link Road) through the plan change area.</p> <p><b>Loss of potential employment land</b></p> <p>The Warkworth Structure Plan seeks, as a planning principle, to provide new local employment centres (e.g. small centres, industrial areas) so people can live and work locally in Warkworth. This principle is critical for better integrating land use and transport, providing residents with more opportunities to avoid long commutes for employment, and reducing transport demands. PC25 includes less Business zoned land than is identified in the Warkworth Structure Plan for this location. The applicant needs to address the effects of their zoning proposal on the overall aim of providing employment land in the wider Warkworth area.</p>	

Issue	Support / oppose	Reasons for submission	Decision requested
Land south of Falls Road	Oppose	<p>The plan change rezones land south of Falls Road from Future Urban to Residential - Single House. However, unlike most of the remaining plan change area, this land is not included in the Warkworth North Precinct though it is shown on Precinct Plan 2.</p> <p>This land should be included within the Warkworth North Precinct so that it is subject to the same objectives, policies and other precinct provisions as the rest of the plan change land. This additional land has frontage to Falls Road and the precinct provisions should address upgrading of that frontage to an urban road standard. Development of this area may also be affected by the need to upgrade the Mansel Drive / Falls Road intersection which is identified in the applicant's ITA.</p>	<p>Amend the Warkworth North Precinct to include the land south of Falls Road which is proposed to be rezoned Residential - Single House as part of PC25.</p> <p>Amend the precinct plan provisions to require upgrading of Falls Road to an urban road standard in conjunction with subdivision and development.</p>
Land at 9 and 11 Sanderson Road, and at 76, 78 and 86 Hudson Road	Oppose	<p>The plan change rezones land near Sanderson Road from Future Urban to Business - Light Industry. However, unlike the rest of the plan change area north of Falls Road, this land is not included in the Warkworth North Precinct though it is shown on Precinct Plan 2.</p> <p>This land should be included within the Warkworth North Precinct so that is subject to the same objectives, policies and other precinct provisions as the rest of the plan change land. Some of this additional land has frontage to Sanderson Road and the precinct provisions should address upgrading of that frontage to an urban road standard. Sanderson Road currently provides vehicle access into Stubbs Farm and is identified on Precinct Plan 1 as providing a 'potential future road connection'. The Warkworth Structure Plan and the supporting ITA includes an indicative collector road which connects to Sanderson Road.</p>	<p>Amend the Warkworth North Precinct to include the land at 9 and 11 Sanderson Road, and at 76, 78 and 86 Hudson Road which is proposed to be rezoned to Business - Light Industry as part of PC25.</p> <p>Amend the precinct plan provisions to require upgrading of Sanderson Road to an urban road standard in conjunction with subdivision and development.</p>
11.2 Objectives and 11.3 Policies	Oppose	<p>The proposed objectives and policies do not recognise the need for subdivision and development to be co-ordinated with the delivery of the transport infrastructure and services required to support this precinct and connect it to the wider network. Co-ordination is required to avoid, remedy and mitigate adverse effects and to achieve integration of land use and transport.</p> <p>The proposed objectives and policies do not recognise the need to establish a safe, efficient and integrated transport system which</p>	<p>Amend the objectives and policies to include the following:</p> <p><b>Objectives</b></p> <ol style="list-style-type: none"> <li><u>A safe, efficient and integrated transport system is established within the precinct including strategic road connections, a choice of travel modes, and measures which facilitate walking, cycling and use of public transport</u></li> <li><u>Subdivision and development is co-ordinated with the delivery of the transport infrastructure and services</u></li> </ol>

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Issue	Support / oppose	Reasons for submission	Decision requested
		<p>includes strategic connections and provides for a variety of transport modes.</p> <p>The proposed objectives and policies do not adequately recognise the wider strategic importance of the Western Link Road as well as its value within the precinct as a multi-modal connection which includes separated cycle facilities. AT does not support Objective I1.2(1)(a) or Policy I1.3(3) in their current form. Objectives and policies are needed to:</p> <ul style="list-style-type: none"> <li>• Give specific recognition to the Western Link Road intersections at its northern and southern ends.</li> <li>• Require the Western Link Road to be constructed to an interim collector road standard to service subdivision and development within the precinct with provision made for upgrading to an arterial road.</li> <li>• Recognise and protect the route for Western Link Road as a future arterial road providing a strategic transport connection through the precinct to service growth in the wider Warkworth area.</li> <li>• Support the safe use of the Western Link Road for walking, cycling and public transport by restricting direct vehicle access from adjoining properties.</li> </ul> <p>There is no specific wording in the objectives and policies to support or justify the rules about 'future road connections'. The proposed objectives and policies therefore do not provide the higher level framework for the 'future road connections' contained in the precinct plan rules (Table I0.4.1 Activity Table (A2)) and identified on I2.10.1 Precinct plan 1 - Warkworth North Precinct Plan as 'potential future road connections'. These connections identify locations where there is potential for roads to connect between the following locations:</p> <ul style="list-style-type: none"> <li>• the Stubbs Farm sub-precinct with the land to the north which is also within the plan change area.</li> <li>• the Stubbs Farm sub-precinct with Future Urban zoned land to the west which adjoins Viv Davie-Martin Drive, and is located outside the plan change area</li> </ul>	<p><u>required to provide for development within the precinct and connect it to the wider transport network.</u></p> <p>3. <u>Subdivision and development within the precinct occurs in a manner which avoids, remedies or mitigates adverse effects on the safe and efficient operation of transport infrastructure and services.</u></p> <p>4. <u>Subdivision and development recognises, protects and supports strategic transport connections through the precinct which support growth in the wider Warkworth area.</u></p> <p><b>Policies</b></p> <p>1. <u>Require subdivision and development to be staged to align with the provision of transport infrastructure and services identified in the precinct plan.</u></p> <p>2. <u>Require subdivision and development to provide transport connections within and beyond the precinct</u></p> <p>3. <u>Restrict direct vehicle access onto the Western Link Road and across any cycling facility (including any shared use path) to support the safe and efficient operation of the transport network for walking, cycling and public transport.</u></p> <p>4. <u>Recognise and protect the route for the proposed Western Link Road within the precinct as a future strategic transport route connecting with State Highway 1 to the north and with the Mansell Drive / Falls Road intersection to the south.</u></p> <p>5. <u>Require the Western Link Road to be constructed to an interim standard to service subdivision and development within the precinct with provision made for upgrading to provide a strategic transport connection.'</u></p> <p>As a consequential amendment, delete Objective I1.2(1)(a) and Policy I1.3(3).</p>

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Issue	Support / oppose	Reasons for submission	Decision requested
		<ul style="list-style-type: none"> <li>the Stubbs Farm sub-precinct with Business - Light Industry zoned land to the east which has frontage to Sanderson Road or Hudson Road.</li> </ul> <p>It is important that new roads within the plan change area are connected with existing and future road networks to integrate with new urban development to the north and with the existing development to the west and east.</p>	
Rules - Table I0.4.1 Activity table - (A1)	Oppose	Activity (A1) in the activity table, which relates to subdivision and development adjacent to the Western Link Road, is not well articulated and lacks clarity and robustness. Rules need to be clear and certain.	Amend the rules to: <ul style="list-style-type: none"> <li>Use more precise wording in (A1) in Table 10.4.1 Activity table. It is not clear what is meant by 'subdivision or development adjacent to the Western Link Road'.</li> <li>Specify a non-complying status for proposals that do not meet rules requiring subdivision and development to construct the Western Link Road to collector road standard with provision made for upgrading to an arterial road.</li> </ul>
Rules - Table I0.4.1 Activity table - (A2)	Oppose	Activity (A2) in the activity table, which relates to future road connections, is not well articulated and lacks clarity and robustness.	Amend the rules to: <ul style="list-style-type: none"> <li>Use more precise wording in (A2) in Table 10.4.1 Activity table. It is not clear what is meant by 'subdivision of land including, or adjacent to 'future road connections' '.</li> <li>Specify a non-complying activity status for proposals that do not meet rules requiring subdivision and development to provide the 'future road connections'.</li> </ul>
Rules - Table I0.4.1 Activity table - (A6) and (A7)	Oppose	The distinction between the activities (A6) and (A7) in the activity table is not clear, and is dependent on a judgement as to whether or not Policy I1.3(7) is met. The type of judgement required can be appropriate for assessing a proposal, but is not workable for the purpose of determining whether a proposal is a restricted discretionary activity or a non-complying activity.	Amend or replace the activity descriptions for (A6) and (A7) in Table I0.4.1 Activity table with wording that is clear and precise so that plan users can easily determine the activity status of subdivision or development within the Neighbourhood Centre zone.
I1.5 Notification (2)(a)	Oppose	Applications which infringe the standards requiring construction of the Western Link Road should be subject to the normal tests for notification. In addition to AT, there may be other parties which have an interest because the proposed alignment of this road joins	Delete the notification rule which requires infringements of Standard I1.6.1 Western Link Road to be considered without public or limited notification or the need to obtain written approval from affected parties.

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Issue	Support / oppose	Reasons for submission	Decision requested
		their property boundary. NZTA will have an interest where the proposed alignment intersects with State Highway 1.	
I1.6.1 Standards - Western Link Road	Oppose	These proposed rules relating to the Western Link Road lack clarity and robustness. This will hinder the rules from achieving the desired outcome, that is construction of the road to collector road standard as subdivision and development occurs within the precinct, while securing opportunity for future upgrading to arterial road standard.	<p>Delete the purpose statement at I1.6.1 Standards - Western Link Road and replace it with the following:</p> <p><u>'To provide for the transport needs of the precinct while allowing for the indicative Western Link Road to be upgraded to form part of a network serving the wider Warkworth area.'</u></p> <p>Amend the rule (I1.6.1 Standards - Western Link Road) to require the developer, as part of consent for subdivision or development, to construct the road to an interim standard as a collector road, with appropriate design and additional land set aside to enable future upgrading to an arterial standard. As an example of a suitable rule refer to the I610 Redhills Precinct, subdivision standard I610.6.4.2(1)(c)(ii). This rule sets out some of the options for constructing an interim road cross section within a larger road reserve that provides for upgrading to arterial status.</p> <p>Apply a non-complying status to subdivision and development which does not meet the proposed new standard which sets construction and vesting requirements for the Western Link Road.</p>
1.6.3 Standards for Neighbourhood Centre	Oppose	AT supports the proposal to provide a pedestrian connection between the Neighbourhood Centre and Hudson Road as indicated on Precinct Plan 1. However the standard, including the purpose statement, lacks clarity and robustness. It is not clear how the requirement to provide the pedestrian connection will occur in conjunction with subdivision and development, since the pedestrian connection extends beyond the Neighbourhood Centre zone and includes land proposed to be zoned Mixed Housing Urban. The rule heading and the purpose statement are overly broad do not align with the rule which focuses on pedestrian connections.	<p>Amend I1.6.3 to read:</p> <p><b><u>'I1.6.3. Standards for pedestrian connections to the Neighbourhood Centre</u></b></p> <p>'Purpose:</p> <ul style="list-style-type: none"> <li>To achieve a versatile, accessible and high-quality <u>pedestrian connection to the Neighbourhood Centre</u> that provides positively for the needs <u>to of</u> the local community.</li> </ul> <p>(1) A pedestrian connection shall be provided <u>between the Neighbourhood Centre and Hudson Road to the</u></p>

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Issue	Support / oppose	Reasons for submission	Decision requested	
			<p><del>eastern side of the Mahurangi river tributary as indicated on the Precinct Plan 1.</del></p> <p>(2) Pedestrian connections shall be provided to the adjoining indicative open space areas.'</p> <p>Apply a non-complying status to subdivision and development which does not meet the standard for pedestrian connections to the Neighbourhood Centre.</p>	16.15
Missing provisions - restricting vehicle access to the Western Link Road	Oppose	Direct vehicle access to the Western Link Road needs to be restricted to support safe use of this transport corridor for walking, cycling and public transport. Development should be designed so that properties fronting the Western Link Road get vehicle access via rear lanes accessed from other roads.	<p>Amend the precinct plan to include rules for subdivision and development which restrict vehicle crossings from directly accessing the Western Link Road.</p> <p>Apply a non-complying status to subdivision or development which proposes direct vehicle access to the Western Link Road.</p>	16.16
Missing provisions - restricting vehicle access to Falls Road	Oppose	Direct vehicle access to Falls Road needs to be restricted or limited as this road is likely to be a primary walking and cycling route, with separated cycle facilities.	<p>Amend the precinct plan to include rules for subdivision and development which restrict vehicle crossings from directly accessing Falls Road.</p> <p>Apply a discretionary status to subdivision or development which proposes direct vehicle access to Falls Road.</p>	16.17
Missing provisions - restricting vehicle access to State Highway 1	Oppose	<p>Direct vehicle access from the northern plan change area onto State Highway 1 will already be restricted by other legislation and the arterial road identification in the AUP(OP). However this land is close to the future Ara Tūhono interchange (under construction) and the proposed intersection of State Highway 1 and the Matakana Link Road. Apart from the proposed Western Link Road, no other road or vehicle access to State Highway 1, can be accommodated.</p> <p>A motorway interchange control (as provided for in E27 Transport) may be required, but NZTA should be consulted about the type of vehicle access restriction.</p>	Amend the plan change to include rules which prevent vehicle crossings and roads (other than the Western Link Road) from directly accessing State Highway 1 at the northern end of the plan change area.	
Missing provisions - collector roads	Oppose	The precinct plan does not identify any indicative locations for collector roads or require such roads to be constructed to service subdivision and development. The ITA undertaken by SGA to complement the Council's Warkworth Structure Plan identifies the need for a collector road within the plan change area. Separated	<p>Amend the precinct plan to provide for collector roads:</p> <ul style="list-style-type: none"> <li>• Identify indicative locations for collector roads</li> <li>• Add provisions, including rules, to require the construction of collector roads with appropriate cycle</li> </ul>	16.18

Issue	Support / oppose	Reasons for submission	Decision requested	
		cycle facilities should be provided on collector roads where possible. Such a collector road should be provided for in the precinct plan.	facilities and vehicle access controls as part of subdivision and development.	
Missing provisions - interim bus station	Oppose	The ITA undertaken by SGA identifies an interim northern bus station / park and ride located within the northern part of the plan change area. This has not been addressed in the proposal.	Amend the precinct plan to address options for locating the proposed interim northern bus station / park and ride within the northern part of the plan change area.	16.19
Missing provisions - limitations on cul-de-sacs.	Oppose	The creation of cul-de-sacs should be discouraged or restricted to support the creation of a connected road network and support walking and cycling.	Amend the precinct plan to add provisions, including rules, which discourage or restrict creation of cul-de-sacs.	16.20
11.8 Assessment - restricted discretionary activities	Oppose	<p>The matters of discretion and assessment criteria are not sufficiently robust or comprehensive to provide for assessment against transport outcomes.</p> <p>In particular, the matters of discretion and assessment criteria should consider:</p> <ul style="list-style-type: none"> <li>• connectivity within the plan change area as well as connectivity to adjacent land</li> <li>• the design of the road, rather than just the construction standard</li> <li>• safe and efficient operation of the transport network for all modes</li> <li>• the implementation of relevant transport upgrades (which need to be outlined in the precinct plan)</li> </ul>	Amend matters of discretion and assessment criteria to provide for more robust and comprehensive assessment of subdivision and development proposals against transport outcomes.	16.21
11.10.2 Precinct plan 2 - Warkworth North Stormwater Catchment Management Plans	Oppose	The purpose of the stormwater management information shown on Precinct Plan 2 is unclear. It shows a future roading network including roads which are not identified elsewhere in the precinct plan. It is not clear what the implications of the stormwater management indicated on this plan is for the future management of roads to be vested in the Council and managed by AT as Road Controlling Authority. Precinct Plan 2 includes some information which is more appropriately considered in conjunction with an application for resource consent.	Amend Precinct Plan 2 to clarify the stormwater management information as it relates to roads, particularly those roads which are not identified elsewhere in the plan change. Remove any detail which is not required or which may be misleading.	16.22
11.10.3 Precinct plan 3 - Western Link Cross-section	Oppose	There are some confusing anomalies in Precinct Plan 3 including some detailed information which does not need to be included in the AUP(OP):	Amend Precinct Plan 3 by deleting the tree pit example, the stormwater device information, and the indicative cross-section of the proposed local roads.	16.23

Issue	Support / oppose	Reasons for submission	Decision requested
		<ul style="list-style-type: none"> <li>The indicative cross section of the Western Link Road should be deleted as cross-sections can become outdated. Rather text in the precinct plan rules can identify the likely width of the road, and the components it needs to contain.</li> <li>The cross-section of proposed local roads is not required as this level of detail will be determined at the time of subdivision and development.</li> <li>The details provided of tree pit and stormwater device do not clearly relate to any rules. This level of detail should not be included in the precinct plan but rather determined at the time of subdivision and development.</li> </ul>	Amend Precinct Plan 3 by deleting the indicative cross section of the proposed Western Link Road and replacing it with text in the precinct plan rules identifying the likely width of the road and the components it needs to contain.
Mitigation measures - Mansell Drive / Falls Road intersection	Oppose	The applicant's ITA identifies the need to upgrade the Mansel Drive / Falls Road intersection as part of subdivision and development. However this is not acknowledged or required in the precinct plan.	Amend the precinct plan to require the upgrading of the Mansel Drive / Falls Road intersection, including signalisation (or other appropriate intersection control), as part of subdivision and development.
Mitigation measures - staging	Oppose	<p>The applicant's ITA discusses staging of development, but the precinct plan does not provide for staging of subdivision and development in order to co-ordinate with the provision of key transport infrastructure needed to service the development such as the Western Link Road, intersection upgrades, public transport services, and any upgrades required to existing roads such as Falls Road. As explained earlier in this submission, the applicant's ITA needs to be amended to provide further transport assessments to establish the extent of mitigation required to service the development provided for in the plan change.</p> <p>To ensure that land use is integrated with transport, the precinct plan needs to identify how subdivision and development is co-ordinated with the delivery of transport infrastructure and services.</p>	Amend the precinct plan to include provisions to ensure that subdivision and development is integrated with the delivery of the transport infrastructure and services required to provide for the transport needs of the precinct, connect with the surrounding network and avoid, remedy or mitigate adverse effects. Provisions may include triggers or staging, or clear assessment and consenting processes, aligned to related objectives and policies.
Missing provisions - construction effects	Oppose	The rezoning will lead to construction activities associated with subdivision and development. Those construction activities will include increased use of heavy vehicles on routes to and from development sites. This is likely to result in pavement damage to roads some of which will be particularly unsuited to heavy vehicle use.	<p>Amend assessment criteria and special information requirements to ensure that the impact of heavy construction vehicles on roads is properly assessed and avoided, remedied or mitigated by conditions of consent on subdivision and development.</p> <p>These amended provisions need to address the need for applicants to:</p>

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Issue	Support / oppose	Reasons for submission	Decision requested
			<ul style="list-style-type: none"><li>• identify routes for heavy construction vehicles</li><li>• undertake pavement strength testing to determine its suitability for use by heavy construction vehicles, and to set a baseline</li><li>• monitor damage during construction</li><li>• avoid, remedy and mitigate damage to roads including by strengthening, repairing and rebuilding roads.</li></ul>