

I555. Warkworth McKinney Road Precinct

I555.1. Precinct Description

The Warkworth McKinney Road Precinct is located in the south of Warkworth, north of McKinney Road and to the east of State Highway 1 and applies to approximately 7.6ha of land held in six titles. State Highway 1 in this locality is to be revoked once the new section of State Highway 1 opens - Te Ara Tuhono - Puhoi to Warkworth and downgraded to an arterial route. For the purposes of this precinct it is still referred to as State Highway 1, and the provisions of this precinct will still apply to the road should the state highway status no longer apply.

Development is anticipated in accordance with the Residential – Mixed Housing Suburban zone provisions. The transport network shall be integrated across all the sites. Key pedestrian, cycle and road links, including required upgrading is provided for. Significant wetlands are identified and watercourses protected.

A comprehensive approach to managing stormwater has been designed and will be delivered in accordance with the Stormwater Management Plan for the Precinct. A new stormwater wetland to cater for stormwater from land in catchment A2 will be provided.

The land within the Precinct will be connected to the upgraded Warkworth - Snells Beach Wastewater Treatment Plant. Provision is made for limited development in advance of a wastewater network connection being available.

The zoning of the land within this precinct is Residential - Mixed Housing Suburban.

I555.2. Objectives

- (1) Development shall be coordinated with the upgrading of the Snells Beach Wastewater Treatment Plant and completion of the conveyance network from Warkworth to Snells Beach to avoid adverse effects on the environment.
- (2) An integrated, low-speed transport and movement network is established with safe and convenient road, pedestrian and cycling connections within the Precinct and along State Highway 1 from Wech Drive to McKinney Road, McKinney Road, John Andrew Drive and to Fairwater Road and The Grange commercial centre.
- (3) Improvements to the safety of the transport network at the intersection of McKinney Road with State Highway 1 and the intersection of McKinney Road and John Andrew Drive to be delivered in conjunction with development in the Precinct.
- (4) Subdivision and development enhances the ecological values and water quality of the precinct including by undertaking comprehensive stormwater management in accordance with the approved Stormwater Management Plan.

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

I555.3. Policies

- (1) Require subdivision and development to be in accordance with the Warkworth McKinney Road Precinct Plan.
- (2) Require subdivision, use and development to align with the upgrading and provision of wastewater services, particularly the Snells Beach Wastewater Treatment Plant and a new conveyance network from Warkworth to Snells Beach.
- (3) Subdivision, use and development shall provide for integrated roading, pedestrian and cycling infrastructure, including safe and accessible separated pedestrian and cycling access to Wech Drive and the potential for safe and accessible separated pedestrian and cycling links to The Grange commercial centre , to achieve full connectivity of all development as shown in the Warkworth McKinney Road Precinct Plan.
- (4) Deliver the required upgrading of the McKinney Road and State Highway 1 intersection to achieve a safe intersection design, and to take into account the design requirements and any necessary land vesting for a future upgrade of the McKinney Road and John Andrew Drive intersection.
- (5) Require at least one vehicular local road connection from Titapu Road to McKinney Road, with an intersection on McKinney Road as indicated on the Warkworth McKinney Road Precinct Plan.
- (6) Require subdivision and development to protect and enhance water quality, ecology and morphology of the streams and natural wetlands identified in the Warkworth McKinney Road Precinct Plan.
- (7) Provide a new stormwater pond as indicated on the Precinct Plan to accommodate stormwater flows from Catchment A2 as provided for in the approved Stormwater Management Plan for the Precinct.

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

I555.4. Activity table

The activity tables in any relevant overlays, Auckland-wide and zones apply unless the activity is listed in Table I555.4.1 Activity table below.

Table I555.4.1 Land use and subdivision activities in Warkworth McKinney Road Precinct

Activity		Activity status
(A1)	Vacant sites subdivision involving parent sites of less than or greater than 1 ha complying with Standard E38.8.3.1	RD
(A2)	Subdivision or development complying with Standard I555.6.1. Wastewater infrastructure and staging, prior to the Snells Beach Wastewater Treatment Plant and the conveyance network from Warkworth to Snells Beach becoming operational	RD

(A3)	Subdivision or development that does not comply with Standard I555.6.1. Wastewater infrastructure and staging prior to the Snells Beach Wastewater Treatment Plant and the conveyance network from Warkworth to Snells Beach becoming operational	NC
(A4)	Development that does not comply with Standard I555.6.1 Wastewater infrastructure and staging once the Snells Beach Wastewater Treatment Plant and the conveyance network from Warkworth to Snells Beach is operational	P
(A5)	Subdivision or development complying with: Standard I555.6.2. Transport Connections Standard I555.6.3. Streams and wetlands protection and enhancement	RD
(A6)	Subdivision or development that does not comply with: Standard I555.6.2. Transport Connections or does not deliver the safety upgrades required for the McKinney Road / State Highway 1 intersection as determined by Special Information requirement I555.9(2) Standard I555.6.3. Streams and wetlands protection and enhancement Standard I555.6.4. New Buildings and additions – High Contaminant Yielding Materials	D
(A7)	Development complying with Standard I555.6.4. New Buildings and additions – High Contaminant Yielding Materials	P
(A8)	Any vehicle crossing that accesses McKinney Road or John Andrew Drive	RD

I555.5. Notification

- (1) Any application for resource consent for an activity listed in Table I555.4.1 Activity Table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991. When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

I555.6. Standards

- (1) The standards in the overlays, Auckland-wide and zones apply to all activities listed in Table I555.4.1 Activity table in this precinct.
- (2) Activities listed in Table I555.4.1 Activity table must comply with the specified standards in I555.6.1 – I555.6.4, and the Special Information requirements of I555.9.

I555.6.1. Wastewater infrastructure upgrade and staging

Purpose: To ensure development is appropriately serviced by wastewater infrastructure prior to completion of the Snells Beach Wastewater Treatment Plant and the conveyance network from Warkworth to Snells Beach.

- (1) No dwellings may be occupied within the precinct until the upgrades to the Snells Beach Wastewater Treatment Plant and a new conveyance network from Warkworth to Snells Beach are operational.
 - (a) Provided that a maximum of 30 lots/dwellings may be constructed and occupied on Lot 1 DP558809 and Lot 2 DP 481942 within the precinct prior to the upgrades to the Snells Beach Wastewater Treatment Plant and a new conveyance network from Warkworth to Snells Beach becoming operational.

I555.6.2. Transport Connections

Purpose: To establish a safe and efficient transport network:

- (1) Road, and pedestrian and cycling links along State Highway 1 from Wech Drive to the McKinney Road Precinct boundary, McKinney Road and John Andrew Drive, and within the Precinct, as identified in the Warkworth McKinney Road Precinct Plan, shall be provided:
 - (a) At subdivision or land development stage other than for boundary relocation subdivision or bulk earthworks, prior to the occupation of dwellings in the Precinct.
 - (b) In perpetuity for both private and public access;
 - (c) With separated pedestrian and cycling along internal connecting route B if this is constructed as a vehicular through-road.
- (2) The McKinney Road and State Highway 1 intersection shall be upgraded to safely accommodate precinct development at subdivision or land development stage, other than for boundary relocation subdivision or bulk earthworks, prior to the occupation of dwellings in the Precinct.
- (3) The requirements of (1) and (2) above will be considered to be complied with if the identified upgrade forms part of the same resource consent, or a separate resource consent which is given effect to prior to release of section 224(c) for any subdivision OR prior to occupation of any new building(s) for a land use only.

I555.6.3. Streams and wetlands protection and enhancement

Purpose: To restore and enhance water quality, ecology and morphology of the streams and natural wetlands shown in the Warkworth McKinney Road Precinct Plan including the prevention of stream bank erosion.

- (1) All wetlands, wetland buffers and riparian yards of the permanent and intermittent streams shown in the Warkworth McKinney Road Precinct Plan (being the land comprised in Lot 1 DP558809 and Lot 2 DP 481942) must be restored and their margins planted at the time of subdivision or land development, whichever occurs

first, from the stream bed to a minimum width of 10m measured from the top of the stream bank.

(2) The planting required in Standards I555.6.3(1) above must:

- (a) Use eco-sourced native vegetation;
- (b) Be consistent with local biodiversity;
- (c) Be planted at a density of 10,000 plants per hectare;
- (d) Planting must be undertaken in accordance with the Special Information Requirements in I555.9(1);
- (e) Planting shall be legally protected and maintained in perpetuity.

I555.6.4. New Buildings and additions – High Contaminant Yielding Materials

Purpose: To protect water quality in streams, and the Mahurangi Catchment, by limiting the release of contaminants from building materials.

- (1) New buildings, and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that do not have an exposed surface made from contaminants of concern to water quality (i.e. zinc, copper and lead).

I555.7. Assessment – controlled activities

I555.7.1. Matters of control

There are no controlled activities in this precinct.

I555.8. Assessment – restricted discretionary activities

I555.8.1. Matters of discretion

The Council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions:

- (1) Subdivision and development:
 - (a) Infrastructure and servicing, including interim wastewater disposal methods;
 - (b) The effects of development on wastewater infrastructure timing and capacities;
 - (c) The suitability of, and effects associated with the location and design of the roads and pedestrian / cycle linkages for public access;
 - (d) The effects of development on the safety and performance of the McKinney Road and State Highway 1 intersection and provision for the future upgrading of the McKinney Road and John Andrew Drive intersection;

- (e) The provision and maintenance of riparian planting for streams and natural wetlands;
 - (f) Management of effects of stormwater including water quality.
- (2) Any vehicle crossing that accesses McKinney Road or John Andrew Drive
- (a) The effects on the safe and efficient operation of existing or future cycleways including design, location and cumulative effects of multiple crossings.

I555.8.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions, and the information required by the Special Information requirements in I555.9 below.

(1) Subdivision and development:

- (a) The extent to which any subdivision or development is consistent with and achieves the objectives and policies of the Warkworth McKinney Road Precinct Plan;
- (b) The extent to which McKinney Road and State Highway 1 Intersection achieves safe intersection design and accommodates walking and cycling;
- (c) For development of up to 30 dwellings or non-residential activity with equivalent traffic generation within the Precinct, consideration of the combined measures used to improve safety of the McKinney Road and State Highway 1 intersection, by improving visibility for turning traffic at the McKinney Road and State Highway 1 intersection and lowering of the operating speed on State Highway 1. Measures considered should include:
 - (i) Berm widening to improve visibility for traffic turning out from McKinney Road and for pedestrian and cycleway construction on the northern side of McKinney Road, and the eastern side of State Highway 1 to Wech Drive;
 - (ii) Intersection warning signage on State Highway 1 and measures to reduce speeds on State Highway 1, for traffic approaching the intersection from the north;
 - (iii) Surface treatment on State Highway 1 approaching the McKinney Road intersection from the north, to increase the surface friction of this section of State Highway and enhance safe stopping ability of vehicles leading up to the intersection
- (d) For any development beyond 30 dwellings or non-residential activity with equivalent traffic generation within the Precinct, the safety and performance of McKinney Road and State Highway 1 intersection for all modes shall be

considered, which may include monitored speed reduction on State Highway 1 and/or other measures.

(e) The extent to which the location and design of the roads, intersections, and pedestrian / cycle linkages result in:

(i) an integrated network between McKinney Road and John Andrew Drive and to The Grange;

(ii) McKinney Road and State Highway 1 Intersection upgrades,

that meet the needs of the residents within the Precinct and the public generally.

(f) Whether the existing or any proposed road reserve provides for any necessary future upgrade of the McKinney Road and John Andrew Drive intersection.

(g) The extent to which the ecological values and water quality of existing watercourses and wetlands are maintained or enhanced by the proposed subdivision and development.

(h) Whether any subdivision or development can be served by reticulated wastewater treatment and disposal, or acceptable short term alternative methods for safe and legal disposal in advance of reticulated treatment and disposal.

(i) The extent to which subdivision and development implements stormwater management that:

(i) Is in accordance with the approved Stormwater Management Plan and Policies E1.3 (1) - (14);

(ii) Implements a treatment train approach to treat stormwater runoff from impervious surfaces so that all contaminant generating surfaces are treated, including cumulative effects of lower contaminant generating surfaces.

(iii) The design and efficacy of stormwater devices considers the likely effectiveness, ease of access, operation and integration with the surrounding environment.

(j) For buildings that do not comply with Standard I555.6.4 New Buildings and additions – High Contaminant Yielding Materials:

(i) Is in accordance with the approved Stormwater Management Plan and Policies E1.3 (1) - (10) and (12) - (14);

(ii) Implements a treatment train approach to treat runoff from impervious surfaces so that all contaminant generating surfaces are treated including cumulative effects of lower contaminant generating surfaces.

(2) Any vehicle crossing that accesses McKinney Road or John Andrew Drive

- (a) the proposed vehicle access is able to be located, formed, and used without resulting in actual or potential conflict between road users and to protect cycle safety.

I555.9. Special information requirements

(1) Riparian Planting for streams and natural wetlands

An application for any subdivision or land development that requires the planting of a riparian yard or buffer area under Rule I555.6.3 must be accompanied by the following information as a minimum:

- (a) A restoration plan prepared by a suitably qualified person.
- (b) The restoration plan must:
 - (i) Identify the location, species, planting bag size and density of the plants;
 - (ii) Confirm detail on the eco-sourcing proposed for the planting;
 - (iii) Confirm the maintenance of the planting for 5yrs, including weed and pest animal control;
 - (iv) Take into consideration the local biodiversity and ecosystem extent.

(2) Transport connections, road and intersection upgrading on McKinney Road and State Highway 1:

- (a) Any application for subdivision and / or dwellings or non-residential activity with equivalent traffic generation, other than boundary relocation subdivision and bulk earthworks, shall provide a Traffic Assessment addressing the traffic effects of the Precinct on the intersection of McKinney Road and State Highway 1. The Assessment shall detail any intersection upgrading works required to ensure the intersection is safe for traffic associated with development in the Precinct;
- (b) A Transport Design Report and Concept Plans prepared by a suitably qualified transport engineer must be provided confirming the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. This may be included within a transport assessment supporting land use or subdivision consents. In addition, when an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.

(3) Subdivision or land development of Lot 1 DP 187649

An application for any subdivision or land development of Lot 1 DP 187649 must be supported by a Transport Design Report and Concept Plans prepared by a suitably qualified transport engineer confirming the proposed or available road reserve at the

intersection of McKinley Road and John Andrew Drive can accommodate a future safe and efficient intersection in accordance with the applicable standards for these roads.

I555.10. Warkworth McKinley Road Precinct Plan

