

I561. Silverdale West Industrial Precinct

I561.1. Precinct description

The Silverdale West Industrial Precinct applies to approximately 107 hectares of land located broadly to the south of the Silverdale motorway interchange between State Highway 1 to the east and Dairy Flat Highway to the west. The zoning of land within this precinct is Business – Light Industry Zone.

The primary purpose of the Silverdale West Industrial Precinct is to enable light industrial activity proximate to the urban growth in the wider northern areas of Auckland and the state highway transport network. Light industrial land use and subdivision activities are largely enabled through the underlying zoning, however the delivery of these within the precinct needs to be closely aligned with the delivery of transport, water supply, wastewater and other infrastructure upgrades needed to support the development of the precinct. Expected landscape amenity, stormwater and ecological outcomes are also articulated within the precinct and respond to mana whenua values.

Employment and economy

The precinct operates as a focal point for light industrial employment growth within northern Auckland. Through its strategic location adjoining the state highway network and north of the city centre, the Silverdale West Industrial Precinct appeals to businesses with an operational focus in Auckland and Northland, and to a wide and growing catchment of potential employees.

Transport

The existing transport network will support the initial development within the Silverdale West Industrial Precinct however, it will need to be progressively upgraded over time to support on-going development in the precinct and other planned future development in the wider area. The precinct includes provisions to ensure that the subdivision and development of land for industry and related activities is coordinated with transport infrastructure upgrades necessary to manage adverse effects on the local and wider transport network.

The precinct manages and mitigates the adverse effects of traffic generation on the transport network and achieves the integration of land use and transport by:

- (a) Requiring particular transport infrastructure upgrades to be operational by the time a certain level of subdivision and development is reached within the Silverdale West Industrial Precinct (see Standard I561.6.5), recognising other future planned development nearby also contributes to travel demand and that the wider area functions as an integrated and effective transport network;
- (b) Requiring particular transport infrastructure upgrades to be operational by the time a certain level of subdivision and development is reached within the Silverdale West Industrial Precinct (see Standard I561.6.5), recognising that particular upgrades are required to support differing levels of development of the Silverdale West Industrial Precinct;
- (c) Requiring development to be consistent with the Silverdale West Integrated Transport Assessment (**Silverdale West ITA**), or for development and

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subdivision that does not comply with Standard I561.6.5 and / or that triggers assessment under E27.6.1, requiring a comprehensive assessment and an accompanying Transport Assessment Addendum report which builds on the Silverdale West ITA to be prepared;

- (d) Requiring new collector roads within the precinct to be located generally in accordance with the Silverdale West Industrial Area Precinct Plan 1, and other new local roads to form a high quality and integrated network; and
- (e) Requiring all proposed roads to be designed in accordance with I561.11.1: Appendix 1 Road Function and Design Elements Table and I561.11.2 Appendix 2 Road function and design elements table – External roads to the Precinct, consistent with the functions outlined in the table.

Stormwater and ecology

The precinct includes a network of existing waterways that have been identified as being either permanent or intermittent, with John Creek forming a primary south to north stormwater and ecological spine and a number of existing natural wetlands and patches of indigenous vegetation present also. Development within the precinct is undertaken in a manner that enables these ecological assets to be protected and their values to be maintained or enhanced.

Landscape Buffers

The precinct provides a landscaped buffer along State Highway 1 and Dairy Flat Highway to achieve a gateway experience entering Silverdale and to mitigate adverse effects on the landscape and visual amenity values of the surrounding area arising from the changing land use to industrial.

Open Space

The precinct will provide for high amenity walking and cycling connections through the precinct along the network of existing streams. The precinct seeks to maintain and enhance these waterways and integrate them with the public open space network as a key feature and as part of a broader green network through the wider area.

Open spaces in the Silverdale West Industrial Precinct other than esplanade reserves may be privately owned, although it is anticipated that open spaces that form part of the active mode transport network through the precinct will be vested in Council. Indicative open space areas are identified within the precinct; however, the exact extent and location will be determined at subdivision stage.

Additional height

Opportunities for greater height in appropriate locations have been identified and are delivered via the Additional Height Area (as detail on I561.10.2 Precinct Plan 2) to enable a wide range of industrial activities.

Implementation

The precinct relies on the progressive provision of infrastructure to enable industrial activity. The precinct provisions provide for implementation on a staged basis.

Subdivision and development are restricted until the land within the Silverdale West

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Industrial Precinct is able to be connected to functioning bulk water supply and bulk wastewater infrastructure with sufficient capacity to service subdivision and development in the Precinct area, except where an interim solution and associated decommissioning for water and / or wastewater servicing is proposed.

Relationship of the Silverdale West Industrial Precinct to overlay, Auckland-wide and zone provisions

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

I561.2. Objectives

- (1) Light industrial activities within the precinct enable employment and economic development opportunities for the wider Silverdale / Dairy Flat / Hibiscus Coast areas reducing the need for some people to travel outside the area for work.
- (2) Māori cultural values are recognised, protected and enhanced within the precinct, particularly where they relate to freshwater quality.
- (3) Access to, from and within the precinct occurs in a safe and effective manner that:
 - (a) Mitigates adverse effects of traffic generation that may compromise the surrounding road network;
 - (b) Encourages a mode shift to public and active modes of transport;
 - (c) Ensures public transport can operate efficiently at all times; and
 - (d) Provides a road network servicing access to and within the Precinct enabling connections to roads and land adjacent to the Precinct.
- (4) Subdivision and development are coordinated with the supply of sufficient transport, water supply, stormwater, wastewater, energy and communications infrastructure.
- (5) Subdivision and development does not occur in advance of the availability and capacity of bulk water supply and bulk wastewater infrastructure, except where an interim solution and associated decommissioning for water and / or wastewater servicing is proposed.
- (6) Subdivision and development does not occur in advance of the availability of operational transport (including regional and local transport) infrastructure.
- (7) Subdivision and development are managed to ensure the maintenance and enhancement of ecological values within the receiving environment.
- (8) Strong ecological outcomes are embedded within the precinct through the protection and enhancement of key streams and natural wetlands and areas of indigenous vegetation.
- (9) Enable buildings of greater height within lower lying areas of the precinct to

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enable a range of industrial activities.

- (10) The precinct is subdivided and developed in a comprehensive and integrated way to establish an industrial environment that responds to natural site features and landform, manages the interface with surrounding land use, contributes to a strong sense of arrival at Silverdale, supports public and active transport use and respects mana whenua values.
- (11) Development and subdivision demonstrate the integration of green networks focused on freshwater systems with accessible open space and active mode networks. through the precinct.
- (12) Convenience retail for small to medium-scale tenancies are limited within the precinct to a scale that supports the over-arching transport initiative around the limitation of trips generated for daily conveniences, whilst not acting as a generator of trips into the precinct.

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

I561.3. Policies

Employment/Activities

- (1) Require subdivision and development to be in general accordance with the Silverdale West Industrial Precinct Plan 1.
- (2) Enable economic development opportunities within the precinct through the staged release of land with sufficient infrastructure to support its use.
- (3) Enable the efficient use of land strategically located adjoining the state highway network and within the wider northern Auckland area, for light industrial activity.
- (4) Recognise the importance of employment to the Silverdale / Dairy Flat / Hibiscus Coast area by providing opportunities for employment closer to where people live, including the potential for positive travel patterns associated with some people not needing to travel outside the area for work.

Transport, infrastructure and staging

- (5) Ensure that subdivision and development in the precinct is coordinated with the provision of sufficient transport, stormwater, wastewater, water supply, energy and telecommunications infrastructure.
- (6) Require that subdivision and development in the precinct does not occur in advance of the availability of operational transport infrastructure identified in the precinct standards.
- (7) Manage the effects of traffic generation on the surrounding transport network,

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including by ensuring:

- a) public transport can operate efficiently;
 - b) the surrounding road network can operate effectively during peak traffic periods;
 - c) any upgrades to the transport network are safe for pedestrians, cyclists and motorists; and
 - d) the transport network operates safely at all times.
- (8) Provide for the progressive upgrade of existing roads and key intersections within and adjoining the precinct, including the upgrade of road frontages to an urban standard at the time of development or subdivision of adjoining land, to provide for all transport modes and connect with the existing and planned future transport network.
- (9) Avoid subdivision and development that is in advance of the provision of functioning bulk water supply and wastewater infrastructure with sufficient capacity to service subdivision and development within the precinct area, except where an interim solution and associated decommissioning for water and / or wastewater self-servicing is proposed.

Street network, open space and built form

- (10) Require collector roads to be generally in the location shown in I561.10.1 Silverdale West Industrial: Precinct Plan 1, while allowing for variation where it would achieve a highly connected street layout that integrates with the surrounding transport network.
- (11) Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the collector road network within the precinct, and the surrounding transport network, and supports the safety and amenity of the open space and stream network.
- (12) Require the transport network to be attractively designed and appropriately provide for all transport modes in accordance with I561.11.1: Appendix 1 – Road function and design elements table, and I561.11.2 Appendix 2 – Road function and design elements table – External roads to the precinct.
- (13) Ensure that the location and design of publicly accessible open spaces, including but not limited to riparian margins and esplanade reserves, contribute to a network of green pathways and cycle paths, a sense of place and a quality network of open spaces for the precinct, including by incorporating:
- (a) distinctive site features;
 - (b) wetlands and streams.
- (14) Enable a mode shift to public and active modes of transport by requiring collector roads and arterial roads to be designed to provide safe separated access for

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pedestrians and cyclists.

- (15) Require a landscape buffer to be established adjacent to Dairy Flat Highway and State Highway 1 to mitigate adverse effects arising from the industrial activities on the visual amenity of the surrounding area and to contribute to the arrival experience at Silverdale.
- (16) Enable additional building height to meet the functional requirements of industry while responding to the landform.
- (17) Create open space (including through esplanade reserves and riparian margins) that is in general accordance with the indicative open space shown in Silverdale West Industrial Precinct Plan 1 and functions, among other things, as an appropriate buffer between streams and wetlands and adjacent industrial activity, and supports active transport modes through the precinct primarily in the form of esplanade reserves and riparian margins.

Stormwater management and ecology

- (18) Require development to maintain or enhance water quality and protect the health of stream and wetland environments, including by being consistent with any stormwater management plan adopted for the precinct by the network utility operator.
- (19) The riparian margins of streams and wetlands within the precinct are enhanced through ecological restoration and planting.
- (20) Design and construct devices (which may include constructed wetland areas) for stormwater treatment and detention of runoff from all impervious surfaces that also contribute to flood management, ecological, recreational and amenity values.
- (21) Utilise in stream works on streams, including bed and bank stabilisation, to provide habitat improvement, resilience to increase flows and capacity for stormwater runoff and flood management within the stream channel as part of subdivision and development.
- (22) The location, sizing, design, and construction of stormwater infrastructure to be vested to Auckland Council will occur as part of subdivision and development and will be in accordance with the requirements of the network utility operator.

Convenience retail

- (23) Limit the extent of convenience retail within the precinct to a scale that supports the over-arching transport initiative around the limitation of trips generated for daily conveniences, whilst not acting as a generator of trips into the precinct.

Cultural values

- (24) Recognise, protect and enhance the cultural values and relationships with Silverdale

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West by:

- (a) Including tāngata whenua in resource consenting, including through provision of cultural impact assessments or other engagement.

(25) Utilise and promote native planting in riparian enhancement areas and street plantings:

- (a) Identifying opportunities early to incorporate traditional names or other names put forward by tāngata whenua into open space areas, roads, or other community spaces;
- (b) Taking an integrated approach to the management of stormwater which protects and enhances the mauri of freshwater, in particular with regard to John Creek.

(26) Ensuring the mauri of the John Creek Awa, including its tributaries, are enhanced through development setbacks and native riparian planting; and

(27) Ensuring the design of streets and publicly accessible open spaces incorporates Te Aranga design principles.

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

I561.4. Activity table

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is listed in Activity Table I561.4.1 below.

Activity Table I561.4.1 specifies the activity status of land use, subdivision and development in the Silverdale West Industrial Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

Table I561.4.1 Activity table

Activity		Activity Status
Use		
(A1)	Food and beverage in accordance with Rule H17.4.1(A9) up to a total of 1,200m ² across the precinct	P
Subdivision and Development		
(A2)	Any development with direct vehicle access from the precinct to Dairy Flat Highway	NC
(A3)	Subdivision, or new buildings prior to subdivision, including private roads (excluding alterations and additions that are a permitted activity in the underlying zone)	RD

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(A4)	Subdivision and/or development that does not comply with Column 3 of Table I561.6.5.1 (Transport Infrastructure upgrades required to be operational outside the Silverdale West Industrial Precinct to enable activities or subdivision in column 1) and the associated requirements of Standard I561.6.5 Staging of subdivision and development with transport upgrades	NC
(A5)	Subdivision and/or development that does not comply with Column 2 of Table I561.6.5.1 (Transport infrastructure upgrades required to be operational within the Silverdale West Industrial Precinct to enable subdivision in column 1) and the associated requirements of Standard I561.6.5 Staging of subdivision and development with transport upgrades	NC
(A6)	Subdivision and/or development that does not comply with Appendix 1: Road function and design elements table I561.11.2 Appendix 2: Road function and design elements table – External roads to the Precinct	RD
(A7)	Subdivision and/or development of publicly accessible open spaces	RD
(A8)	Use and development not complying with standard I561.6.8 Bulk Water Supply and Wastewater Infrastructure	NC
(A9)	Subdivision not complying with standard I561.6.8 Bulk Water Supply and Wastewater Infrastructure	NC
(A10)	Development exceeding 20m in height and up to 30m in height within an 'Additional Height Area' identified on I561.10.2 Silverdale West Industrial Precinct: Precinct Plan 2	C

I561.5. Notification

- (1) An application for resource consent for a controlled activity listed in Table I561.4.1 Activity table, will be considered without public notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under sections 95A(9) or 95B(10) of the Resource Management Act 1991.
- (2) Except as provided for in (1) above, any application for resource consent for an activity listed in Table I561.4.1 Activity will be subject to the normal tests for

notification under the relevant sections of the Resource Management Act 1991.

- (3) When deciding on 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).

I561.6. Standards

- (1) All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table I561.4.1.
- (2) The following Auckland-wide and zone standards do not apply to activities listed in Activity Table I561.4.1 above or to activities listed in Activity Table H17.4.1 of Chapter H17 Business – Light Industry Zone:
- H17.6.4 Yards
- (3) In addition to Standard I561.6 (1) activities listed in Activity Table I561.4.1 must comply with the following Standards I561.6.1 to I561.6.8.
- (4) In addition to standard H17.6 Standards activities listed as permitted and restricted discretionary in Activity Table H17.4.1 of Chapter H17 Business – Light Industry Zone must comply with the following Standards I561.6.1 to I561.6.8.

I561.6.1. Streams and natural inland wetlands

Purpose:

- To contribute to the maintenance and improvement of water quality, habitat, biodiversity and amenity within the precinct.

Riparian margins

- (1) Riparian margins of permanent and intermittent streams must be planted either side to a minimum width of 10m, measured from the top of the bank of the stream, provided that:
- (a) This standard shall not apply to road, pedestrian, or cycleway crossings over streams.
- (b) Roading, walkways and cycleways must not be located within at least 10m of the top of the bank of a stream, except walkways necessary to connect to stream crossings or to avoid trees more than 10m from the top of the stream bank. Where wider riparian margins are proposed, pedestrian and cycle paths of at least 2m in width individually or 3m where combined are able to be provided within the area outside the margin 10m from the top of the stream bank.
- (2) A building, or parts of a building, must be setback at least 25m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2 (Subdivision establishing an esplanade reserve).

Vesting

- (3) Wetlands, streams and their planted margins must be vested in Council or protected and maintained in perpetuity by an appropriate legal mechanism.

I561.6.2. Yards

Purpose:

- Provide appropriate buffering and screening between industrial activities and open space, recognising the open space zoning, and the 10m riparian yard setback required by I561.6.1(1) which achieves an amenity and buffer function.

- (1) A building or parts of a building must be set back from the relevant boundary by the minimum depth listed in Table I5616.2.1

Table I5616.2.1: Yard setbacks

Yard	Minimum depth
Front yard	2m
Rear yard	2m + 3m landscaping requirement (as detailed in (4) below) where adjoining Open Space Zones or land vested or to be vested in the council
Side yard	2m + 3m landscaping requirement (as detailed in (4) below) where adjoining Open Space Zones or land vested or to be vested in the council
Riparian yard	10m from the edge of permanent and intermittent streams

- (2) Front yards (excluding access points) must be planted with a mixture of trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard.

- (3) Side and rear yards must include a landscape area planted with a mixture of trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard to provide a densely planted visual buffer for a depth of at least 3m (except as detailed below) and must be appropriately maintained thereafter. The landscaping requirement can be reduced where:

- (a) side and rear yards adjoin a riparian yard that is 13m or more in width, no landscaping within the side or rear yard is required.

- (b) side and rear yards adjoin a riparian yard of between 10m and 13m in width, the landscaping requirement shall be limited to a 'top-up' function, being the difference between the width of the riparian yard and 13m.

I561.6.3. Landscape buffer (State Highway 1 interface)

Purpose:

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- To provide a visual landscape buffer between industrial activities within the precinct and State Highway 1.
- To provide for a gateway experience entering Silverdale.
 - (1) A building or parts of a building within the State Highway 1 Landscape Buffer area shown on I561.10.1 Silverdale West Industrial Precinct: Precinct Plan 1 must be set back from the boundary with State Highway 1 Designations 6759 and 6760 as shown on I561.11.4 Appendix 4 - Landscape Buffer Plan, by the minimum depth of 10m.
 - (2) The setback must be planted in accordance with Special Information Requirement I561.9(4) Landscape Buffer Planting Plan.

I561.6.4. Landscape buffer (Dairy Flat Highway interface)

Purpose:

- To provide a visual landscape buffer between industrial activities within the precinct and Dairy Flat Highway.
 - (1) A building or parts of a building within the Dairy Flat Landscape Buffer area shown on I561.10.1 Silverdale West: Industrial Precinct Plan 1 must be set back from the boundary with Dairy Flat Highway Designations 1480 and 1497 by a minimum depth of 5m.
 - (2) The setback must be planted in accordance with any Landscape Buffer Planting Plan provided in accordance with Special Information Requirement I561.9(4).

I561.6.5. Staging of subdivision and development with transport upgrades

Purpose:

- Manage the adverse effects of traffic generation on the surrounding regional and local road network through the provision of transport upgrades needed to support development within the precinct and the wider area.
- Achieve the integration of land use and transport consistent with Policies I561.3(6) (7), and (8).
- Ensure sufficient infrastructure is in place to support the staged development of the precinct.

Note:

If an application for subdivision is granted and meets the requirements of this standard, subsequent applications for new buildings on that land shall be deemed to comply with the standard. Where land use consent for new buildings occurs first, any subsequent subdivision around that land use shall be deemed to comply.

- (1) The Transport Infrastructure upgrades (or equivalents) listed in Columns 2 and 3 of Table I561.6.5.1 must be constructed and operational prior to the implementation of any subdivision, development or use of Light Industry Land

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within the precinct. Once the prerequisites in Columns 2 and 3 have been completed, subdivision and / or development in Column 1 is enabled. Applications for resource consent in respect of activities, development or subdivision identified in Column 1 of Table I561.6.5.1 will comply with this standard if the corresponding transport upgrades identified in Columns 2 and 3 of the Table (or equivalent) is:

- (a) constructed and operational prior to lodgement of the resource consent application; or
 - (b) under construction with relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application and the application is expressly made on the basis that the relevant transport upgrade(s) will be completed and operational prior to:
 - (i) the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
 - (ii) the occupation of any buildings associated with industrial, retail and / or community activities in the case of a land use consent application; or
 - (c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant transport upgrade(s) will be completed and operational:
 - (i) Prior to or in conjunction with the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
 - (ii) Prior to the occupation of any buildings associated with industrial, retail and / or community activities in the case of a land use consent application.
- (2) Any application lodged in terms of Standard I561.6.5(1) (b) or (c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an Augier basis to the imposition of consent conditions requiring (as relevant) that:
- (a) no industrial or commercial floorspace shall be occupied until the relevant transport upgrades are constructed and operational; and/or
 - (b) no section 224(c) certificate shall be issued, and no subdivision survey plan shall be deposited until the relevant transport upgrades are constructed and operational.

Any resource consent(s) granted on one or both of the above basis must be made subject to consent conditions as described in Standard I561.6.5(2)(a) and/or Standard I561.6.5(2)(b) above. Those conditions will continue to apply until appropriate evidence is supplied to Council confirming that the relevant transport upgrades are operational.

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(3) For the purpose of Standards I561.6.5(1) and (2):

- (a) The subdivision and / or development of Stage 1 land is to occur prior to the subdivision and / or development of Stage 2 land to ensure that development is aligned with the necessary provision of infrastructure. Staging is as per I561.10.1 – (Silverdale West Industrial Precinct: Precinct Plan 1);
- (b) 'Industrial or commercial floorspace' means buildings for those activities that have a valid land use consent or a subdivision that has a 224C certificate that creates additional vacant lots;
- (c) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration;
- (d) 'Operational' means the relevant upgrade is available for use and open to all traffic; and
- (e) Within the precinct, 'Land Available for Development' means the total land area of development Lots within the Light Industry zone that will be used for Industrial or Commercial activities and have been subject to approved subdivision consents or are included within a proposed subdivision application. For completeness, Land Available for Development excludes Open Space zoned land (where zoned), riparian margins and esplanade reserves, collector, key local and local roads, the landscape buffers and road widening requirements of Standards I561.6.3 and, I561.6.4, and land required for stormwater management.

(4) Any proposal for commercial, industrial and/or community activities must demonstrate compliance with this standard in accordance with the Special Information Requirements in I561.9(3).

Table I561.6.5.1 Threshold for subdivision, development and / or use: Transport upgrades

Column 1	Column 2	Column 3
Subdivision, development and/or use enabled by transport infrastructure in Columns 2 and 3 being operational	Transport infrastructure upgrades required to be operational (in accordance with I561.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) within the Silverdale West Industrial Precinct to enable subdivision, development and / or use in column 1	Transport infrastructure upgrades required to be operational (in accordance with I561.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) outside of the Silverdale West Industrial Precinct to enable subdivision, development and / or use in column 1
(1) The Transport Infrastructure listed in Columns 2 and 3 must be constructed and		

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operational prior to the implementation of any subdivision, or development, and / or use within the precinct.			
Stage 1 as defined on I561.10.1: Silverdale West Industrial Precinct – Precinct Plan 1			
(a)	Once the prerequisites in Columns 2 and 3 have been completed, subdivision, development, and / or use up to 28.4ha of Land Available for Development is enabled (cumulative across Stage 1).	- First signalised intersection connecting the precinct to Dairy Flat Highway (including provision of signalised pedestrian crossings, advance cycle boxes and footpath infrastructure connecting to indicative bus stop locations) - Provision of a bi-directional cycle lane and footpath along the southern edge of Dairy Flat Highway extending between Pine Valley Road and the first signalised intersection connecting the precinct to Dairy Flat Highway	- Pine Valley Road / Dairy Flat Highway signalisation - Pine Valley Road upgrade (including provision of a cycle lane and footpath infrastructure) from Argent Lane to Dairy Flat Highway completed; and - Argent Lane completion from John Fair Drive to Wainui Road
(b)	Between 28.4ha and 36.9ha of Land Available for Development (cumulative across Stage 1)	The transport infrastructure upgrades required in Column 2 for (a) above	- The transport infrastructure upgrades required in Column 3 for (a) above - Upgrade to Dairy Flat Highway / Pine Valley Intersection to include a second right turn short bay from the east (approximately 135m) and formal pedestrian crossings and advance cycle boxes
(c)	Between 36.9ha and 45.4ha of Land Available for Development (cumulative across Stage 1)	The transport infrastructure upgrades required in Column 2 for (a) and (b) above	- The transport infrastructure upgrades required in Column 3 for (a) and (b) above - Signalisation of the Wilks Road / Dairy Flat Highway Intersection (including signalised pedestrian crossings and advanced cycle boxes), or a roundabout with safe provision for all modes; and - Signalisation of the East Coast Road / Wilks Road intersection (including signalised pedestrian crossings and advanced

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			cycle boxes)
Stage 2 as defined on I561.10.1: Silverdale West Industrial Precinct – Precinct Plan 1			
(d)	Between 45.4ha and 53.9ha of Land Available for Development (cumulative across Stages 1 and 2)	- The transport infrastructure upgrades required in Column 2 for (a) to (c) above - Second signalised intersection connecting the precinct to Dairy Flat Highway (including provision of signalised pedestrian crossings, advance cycle boxes and footpath infrastructure connecting to indicative bus stop locations)	- The transport infrastructure upgrades required in Column 3 for (a) to (c) above - Upgrades to the Silverdale Interchange to: - Provide a slip lane on the western approach to the Silverdale Interchange which connects to the northbound on-ramp; and - Extend the length of the left turn slip lane on the southbound off-ramp at the Silverdale Interchange to around 150m and introduce a ramp meter for the AM peak
(e)	More than 53.9ha of Land Available for Development (cumulative across Stages 1 and 2)	The transport infrastructure upgrades required in Column 2 for (a) to (d) above	- The transport infrastructure upgrades required in Column 3 for (a) to (d) above; and - Upgrade to the Argent Lane / Pine Valley intersection to a roundabout to two circulating lanes

- (5) The plans shown indicatively in I561.11 Appendix 3 - Transport Upgrades shall be deemed to satisfy the Transport infrastructure required in Columns 2 and 3. An alternative upgrade design that has similar or better safety and efficiency outcomes may also be adopted with the agreement of the road controlling authority.

I561.6.6. Road design

Purpose:

- To ensure that any use, development and/or subdivision complies with I561.11.1: Appendix 1: Road Function and Design Elements Table and I561.11.2 Appendix

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2: Road function and design elements table – External roads to the Precinct.

(1) Any use, development and /or subdivision that includes the construction of new roads, or the upgrade of existing roads, must comply with I561.11

Appendix 1: Road Function and Design Elements Table.

(2) Any subdivision for Collector and / or Key Local Roads internally within the Precinct must make provision for the extension of the roading network to adjoining property boundaries within the Precinct in general accordance with the indicative roading layout set out in I561.10.1 Silverdale West Industrial Precinct: Precinct Plan 1. For clarity, roads can either be vested and constructed, or vested as unformed legal road.

Note:

Where legal roads are vested as unformed legal roads, it is expected that adjoining landowners looking to rely on those roads for access will construct that part of those roading connections as part of their subdivision and / or development processes (including gaining all necessary approvals). There is no expectation that Auckland Transport will fund or construct those roads.

I561.6.7. Stormwater management

Purpose:

- To ensure that stormwater is managed and treated prior to discharge to maintain and enhance the health and ecological values of John Creek and the receiving environment.

(1) Any use, development and /or subdivision must be in accordance with any stormwater management plan adopted under the Network Discharge Consent.

(2) Development not consistent with an approved Stormwater Management Plan either needs an adopted amendment to the adopted Stormwater Management Plan or a new Network Discharge Consent under Chapter E8 (Stormwater – Discharge and diversion) or other relevant discharge consent.

I561.6.8. Bulk water supply and wastewater infrastructure

Purpose:

- To ensure subdivision and development within the Precinct is adequately serviced with bulk water and wastewater infrastructure.

(1) Bulk water supply and wastewater infrastructure with sufficient capacity for servicing the proposed development must be completed, commissioned and functioning:

(a) In the case of subdivision, prior to issuing of a certificate pursuant to section 224(c) of the Resource Management Act 1991; or

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- (b) In the case of land use only, prior to a passed final inspection under the Building Act of any buildings for activities that would require water and / or wastewater servicing.

I561.7. Assessment – controlled activities

I561.7.1. Matters of control

The Council will reserve control over all of the following matters when assessing a controlled activity resource consent application:

- (1) Development exceeding 20m in height and up to 30m in height within an 'Additional Height Area' as detailed on I561.10.2 Silverdale West Industrial Precinct: Precinct Plan 2:
 - (a) the contribution of façade and rooftop form and colour on the perceived visual mass of taller buildings within the Precinct when viewed from elevated vantage points outside the Precinct.

I561.7.2. Assessment criteria

The Council will consider the relevant following matters when assessing a controlled activity resource consent application:

- (1) Development exceeding 20m in height and up to 30m in height within an 'Additional Height Area' as detailed on I561.10.2 Silverdale West Industrial Precinct: Precinct Plan 2:
 - (a) the extent to which the materiality and finish of façades, and the form and colour of rooftops utilises the following methods to avoid or mitigate adverse visual amenity effects from elevated vantage points outside the Precinct:
 - (i) The use of subdued or recessive colours, and variation in façade materials and finishes (including roof colours that have a maximum Light Reflectance Value of 40%)
 - (ii) The creation of variation in roof profiles across the Precinct, including consideration given to the overall roofscape when viewed from elevated positions outside the Precinct
 - (iii) The integration of rooftop servicing and plant with the wider roofscape, with particular consideration given to the overall roofscape when viewed from elevated positions outside the Precinct.

I561.8. Assessment – restricted discretionary activities

I561.8.1. Matters of discretion

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

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- (1) New buildings prior to subdivision; and subdivision, including subdivision establishing private roads:
 - (a) Location and design of the collector road, local roads and connections with neighbouring sites to achieve an integrated street network, and appropriately provide for all modes;
 - (b) Provision of cycling and pedestrian networks;
 - (c) Design and sequencing of upgrades to the existing road network;
 - (d) The design and efficiency of stormwater infrastructure and devices (including communal devices) including where relevant, integration of devices with the road corridor and surrounding environment;
 - (e) Retaining walls along public realm interface;
 - (f) Mana Whenua values; and
 - (g) Matters of discretion I561.8.1(1)(a)-(f) apply in addition to the matters of discretion in E38.12.1.
- (2) Development that does not comply with Standard I561.6.1 Streams and natural in land wetlands
 - (a) Effects on water quality and ecological habitat;
 - (b) The extent to which any reduction in width of the riparian margin is able to be offset elsewhere within the precinct; and
 - (c) Effects on stream bed and bank stabilisation and erosion.
- (3) Development that does not comply with Standard I561.6.2 Yards:
 - (a) Matters of discretion H17.8.1(4) apply
- (4) Development that does not comply with I561.6.3 Landscape buffer (State Highway 1 Interface)
 - (a) Visual amenity effects.
 - (b) Gateway experience to Silverdale.
- (5) Development that does not comply with I561.6.4 Landscape buffer (Dairy Flat Highway Interface)
 - (a) Visual amenity effects.
- (6) Subdivision, development or use that does not comply with E27.6.1 Trip generation:
 - (a) Effects of traffic generation on the safety and operation of the surrounding road network consistent with policies I561.3(6), (7) and (8);

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- (b) The scale and nature of effects on the transportation network arising from the proposed subdivision or development, in the context of the rate of uptake of industrial development within the precinct and the uptake of other planned future development in the surrounding area;
 - (c) The rate of public transport uptake and associated / supporting travel management measures and the effects of provision of facilities that encourage alternative modes of travel; and
 - (d) The outcome of engagement with the road controlling authority(ies)
 - (e) The transport infrastructure upgrades detailed in Table I561.6.5.1 required for the subdivision or development.
- (7) Subdivision or Development that does not comply with I561.6.6(1) Road design
- (a) The design of the road, and associated road reserve and whether it achieves policies I561.3(10) to (12) and (14);
 - (b) Design constraints; and
 - (c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (8) Subdivision or development of publicly accessible open space:
- (a) Location and design of the indicative open spaces shown in I561.10.2 Precinct Plan 1;
 - (b) Location and design of any other publicly accessible open spaces greater than 1,000m²;
 - (c) Ownership and maintenance arrangements.
- (9) Development that does not comply with I561.6.7 Stormwater management:
- (a) The requirements of the adopted Stormwater Management Plan and whether it achieves policies I561.3(18) to (22)
 - (b) Flood effect in a 1% Annual Exceedance Probability (AEP) flood event.

I561.8.2. Assessment criteria

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

- (1) New buildings prior to subdivision, and subdivision, including subdivision establishing private roads:

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Location and design of roads

- (a) Whether the collector road and key pedestrian connections are provided generally within 50m of the location shown on I561.10.1 Silverdale West Industrial Precinct Plan 1 to achieve a highly connected street layout that integrates with the surrounding transport network. An alternative alignment that provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:
 - (i) Landowner patterns and the presence of natural features, natural hazards, or contours or other constraints and how these impact the placement of roads;
 - (ii) The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and
 - (iii) The constructability of roads and the ability for it to be connected to and beyond any property boundary.
- (b) Whether a high quality and integrated network of local roads is provided within the precinct that has a good degree of accessibility and supports a walkable street network.
- (c) Whether roads and pedestrian and cycle paths are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.
- (d) Whether subdivision and development provides for collector roads and local roads to the site boundaries to coordinate with neighbouring sites and support the integrated completion of the network within the precinct over time;
- (e) Whether the design of new collector and local roads accord with the road design details provided in I561.11.1 Appendix 1;

Design and sequencing of upgrades to the existing road network

- (f) Whether conditions offered as part of the land use or subdivision consent application ensures compliance with Standard I561.6.5.

Retaining walls along the public realm interface

- (g) The extent to which any retaining along the public realm interface is minimised, mitigated and responds to the landscape, any watercourses or other ecological features.

Mana Whenua Values

- (h) Whether the design of streets and publicly accessible open spaces incorporate Te Aranga design principles.

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- (2) Subdivision and/or development of publicly accessible open space:
 - (a) Whether open spaces are provided in locations generally consistent with the indicative locations shown on I561.10.1 Precinct Plan 1
 - (b) Whether the location and design of open spaces integrates with surrounding natural features include the network of permanent and intermittent streams.
 - (c) If private ownership of publicly accessible open space is proposed, whether appropriate arrangements are proposed to provide for ongoing private maintenance.
- (3) Development that does not comply with Standard I561.6.1 Streams and natural inland wetlands:
 - (a) Whether the development is consistent with Policy I561.3.(18)-(20).
 - (b) The extent to which the development retains and provides protection for riparian margins and any reduction achieves water quality, habitat, biodiversity and amenity outcomes
- (4) Development that does not comply with I56.16.2 Yards:
 - (a) The assessment criteria set out in H17.8.2(4).
- (5) Development that does not comply with I56.16.3 Landscape buffer (State Highway 1 Interface):
 - (a) the extent to which planting is designed to achieve a regular structure and rhythm along State Highway 1 reinforcing a buffer; and
 - (b) the extent to which the integrated site layout, building and landscape design provides a high quality and visually attractive frontage to State Highway 1 and contributes to a gateway experience entering Silverdale.
- (6) Development that does not comply with I5616.4 Landscape buffer (Dairy Flat Highway Interface)
 - (a) the extent to which planting is designed to achieve a regular structure and rhythm along Dairy Flat Highway reinforcing a buffer;
 - (b) the extent to which the integrated site layout, building and landscape design provides a high quality and visually attractive frontage to Dairy Flat Highway.
- (7) Subdivision, development or use that does not comply with E27.6.1 Trip generation:
 - (a) A proposal that requires consent under E27.6.1 Trip generation will be assessed in terms of the matters below, as informed by a Transport Assessment Addendum prepared in accordance with information requirement I561.9(2);

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- (b) Whether the proposal is consistent with policies I561.3(6), (7) and (8);
- (c) Whether the proposal and its supporting transportation features address all modes of transport for the intended activity in a manner that is consistent with the relevant transport strategies of Auckland Transport and Waka Kotahi applying to the Silverdale West area;
- (d) Whether increased use of public transport within the precinct or the wider area, has provided additional available capacity and effectiveness of the surrounding transport network;
- (e) Whether the proposal would have a similar or lesser trip generation and similar effects on the surrounding road network to the development mix provided for in the Table I561.6.5.1 Threshold for subdivision and development: Transport upgrades outside of the Silverdale West Industrial Precinct to support development within the precinct and in the wider area;
- (f) Whether industrial development is coordinated with residential development within the wider Silverdale/Milldale area to minimise trips outside of the precinct providing additional capacity and effectiveness of the surrounding transport network;
- (g) Whether the actual rate of development in the wider area is slower than anticipated and provides effectiveness and capacity in the surrounding transport network;
- (h) The effect of the timing and development of any other transport upgrades or transport innovations not anticipated by the precinct;
- (i) Whether the proposal demonstrates methods that promote or provide for the increased use of public transport, including details of how those methods would be implemented, monitored and reviewed so as to contribute to a reduction in vehicle trips;
- (j) Whether the surrounding transport network can operate safely and efficiently effectively when considering traffic generated by construction activities within the wider area;
- (k) Whether the internal roading network elements are designed to a consistent, high-quality standard;
- (l) Whether sufficient cycleway and walkway linkages and facilities are provided, and are designed to contribute to the needs of employment and visitor use of the site;
- (m) The extent to which the connections of the internal roading layout avoid adverse effects on the safety and efficiency of the adjacent road network;

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- (n) The extent to which the safe and efficient operation of the State Highway and primary road network is compromised by development within the precinct;
 - (o) Whether safe connections can be achieved to public transport services within the precinct.
- (8) Development that does not comply with I561.6.6(1) Road Design:
- (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards;
 - (b) Whether the design of the road and associated road reserve achieves policies I561.3(10), (11), (12) and (14);
 - (c) Whether the proposed design and road reserve:
 - (i) incorporates measures to achieve the required design speeds;
 - (ii) can safely accommodate required vehicle movements;
 - (iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;
 - (iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.
 - (d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (9) Development that does not comply with I561.6.7 Stormwater management:
- (a) Whether the stormwater management achieves policies I561.3(18) to (22)
 - (b) The extent to which the development meets the requirements of the adopted Stormwater Management Plan.

I561.9. Special information requirements

- (1) Riparian planting plan
- (a) An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants. Plant species should be native and resistant to flooding and not increase flooding and stream erosion.
 - (b) An application for land modification, development and subdivision which adjoins a natural wetland within a development area must be accompanied by a Monitoring and Maintenance Plan for the natural wetland which identifies revegetation planting (species, location, planter, bag size and density), hydrological monitoring (indicators of wetland vegetation and processes), soil

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monitoring (hydric soil assessment), and maintenance requirements to ensure that wetland plantings establish.

- (c) Riparian and wetland planting plans must be prepared by a suitably qualified and experienced person, with regard had to the provisions in Appendix 16 Guideline for native revegetation plantings.

(2) Transport Assessment Addendum

- (a) An application not complying with Standard I561.6.5 Staging of subdivision and development with transport upgrades or requiring consent under E27.6.1 Trip generation, must be accompanied by a Transport Assessment Addendum which details the transportation effects of the infringement / trip generation, and which must build on the Silverdale West ITA. The Transport Assessment Addendum must be prepared by suitably qualified transport planner or traffic engineer prepared in accordance with the Auckland Transport Integrated Transport Assessment Guidelines applying at the time of the application for the infringement.
- (b) The Transport Assessment must include a register of development and subdivision that has been previously approved under Standard I561.6.5 Staging of subdivision and development with transport upgrades or under E27.6.1 Trip generation.
- (c) Where engagement has been undertaken with the road controlling authority(ies), the Transport Assessment Addendum must document the outcomes of that engagement.

(3) Monitoring of Rule I561.6.5 Staging of subdivision and development:

- (a) Any proposal for commercial, industrial, and / or community activities must demonstrate compliance with Standard I561.6.5 Staging of subdivision and development with transport upgrades. Any application must contain details of the amount of Land Available for Development proposed to be enabled for commercial, industrial or community activity, and for any subdivision proposal involving super lots, the Land Available for Development involved.

(4) Landscape Buffer Planting Plan

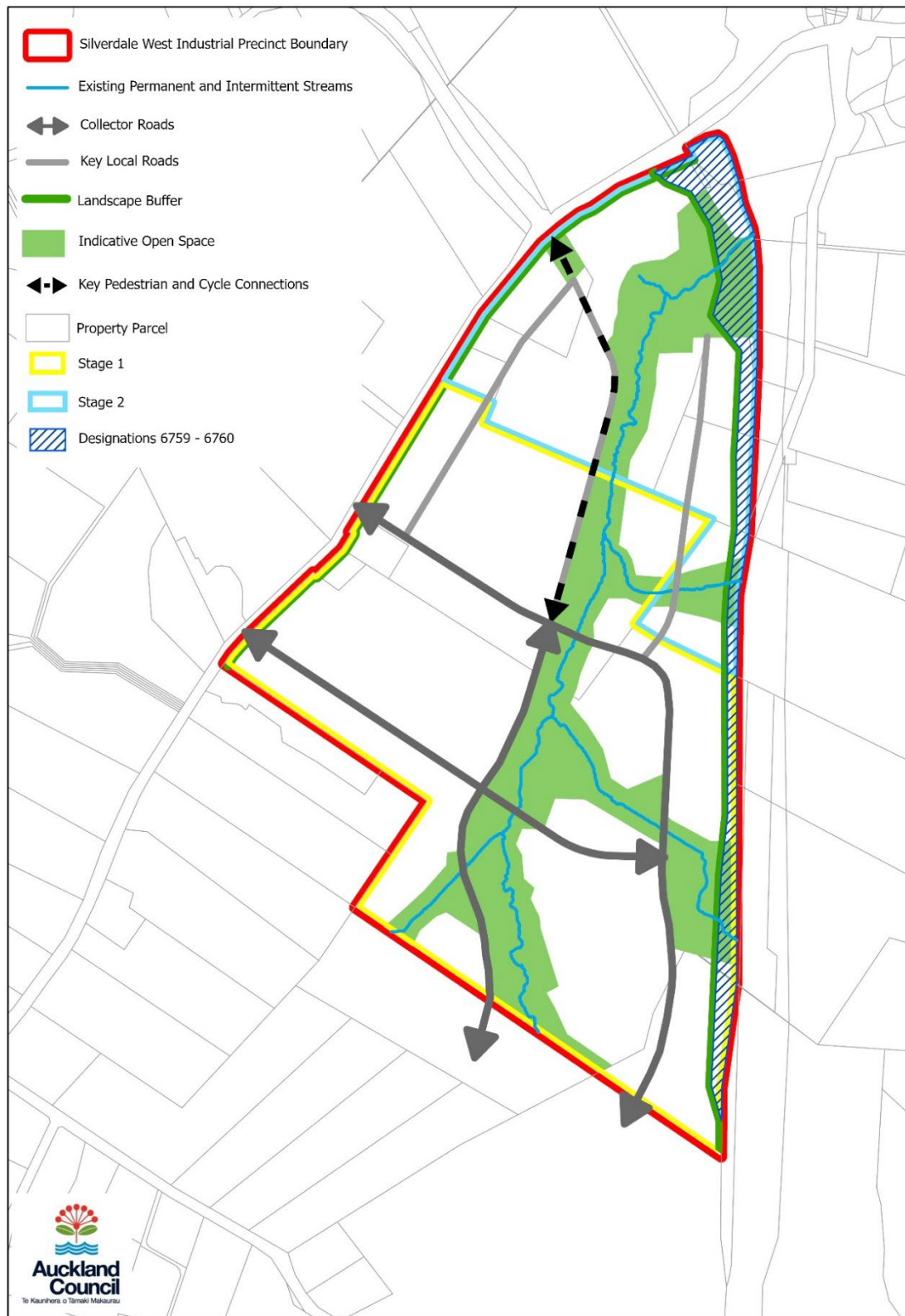
- (a) An application for land modification, development and subdivision which adjoins State Highway 1 or Dairy Flat Highway must be accompanied by a planting plan identifying the location, species, planter bag size and density of the plants.
- (b) Plant species should be utilised to create multi-layered native planting consisting of low edge planting, mid-height shrubs/trees as well as taller tree species (with the ability to grow to a minimum of 20m in height at maturity when adjoining State Highway 1). This planting is to be arranged to achieve a regular structure and rhythm reinforcing a gateway feature.

(5) Stream Stabilisation Plan

- (a) Any application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a stream and stabilisation plan assessment to inform the type and scale of instream work required to ensure the effects from the development is managed and there is resilience to any effects of future flow.
- (b) Any stream work is of a standard that will allow the stream to progressively improve over time where it is degraded.

I561.10. Precinct plans

I561.10.1. Precinct Plan 1 Silverdale West Industrial Precinct





I561.11. Appendices**I561.11.1. Appendix 1: Road function and design elements table**

Road Description	Proposed Role and Function of Road in Precinct Area	Minimum Road Reserve (Note 1)	Total Number of Lanes	Speed Limit (Design)	On-Street Parking	Access Restrictions	Median (Note 2)	Freight or heavy vehicle route	Cycle Provision	Pedestrian Provision	Street Trees	Bus Provision (Note 3)
Collector Road	Collector Road (Type 1)	21m (without on-street parking) 22m (with on-street parking)	2	50 km/h	Optional	No	Yes (3m-wide flush median)	No	Yes Separated on both sides	Yes Both sides	Trees each side	Yes (in lane bus stops)
Local Roads	Local Road (Type 2)	17m (without on-street parking) 20m (with on-street parking)	2	50 km/h	Optional	No	No	No	No	Yes Both sides	Trees each side	No

Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints, or other localised design requirements.

Note 2: Flush medians subject to Auckland Transport approval at EPA stage.

Note 3: Carriageway and intersection geometry capable of accommodating buses. Bus stop form and locations and bus routes shall be determined with Auckland Transport at resource consent and engineering plan approval stage.

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I561.11.2. Appendix 2: Road function and design elements table – External roads to the Precinct

Road Description	Proposed Role and Function of Road in Precinct Area	Minimum Road Reserve (Note 1)	Total Number of Lanes	Speed Limit (Design)	On-Street Parking	Access Restrictions	Median (Note 2)	Freight or heavy vehicle route	Cycle Provision	Pedestrian Provision	Street Trees	Bus Provision (Note 3)
Dairy Flat Highway southwest of Pine Valley Road to the southwestern extent of the Precinct (Interim upgrade to precinct frontage)	Arterial Road (Two Lanes)	Variable width for interim	2	50km/h	No	Yes	Yes	Yes	Yes On precinct frontage only	Yes On precinct frontage only	Yes Trees on each side	No
Dairy Flat Highway (at the Pine Valley Road intersection only)	Arterial Road Four Lanes left turn	32m	Western leg: 3 approach lanes inclusive of a left turn lane 1 departure lane Eastern leg: 3 approach lanes, inclusive of double right turn 2 departure lanes	50km/h	No	Yes	Yes	Yes	Advance stop boxes	North-South and East-West	Yes Trees on each side	Yes

Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints including land ownership, or other localised design

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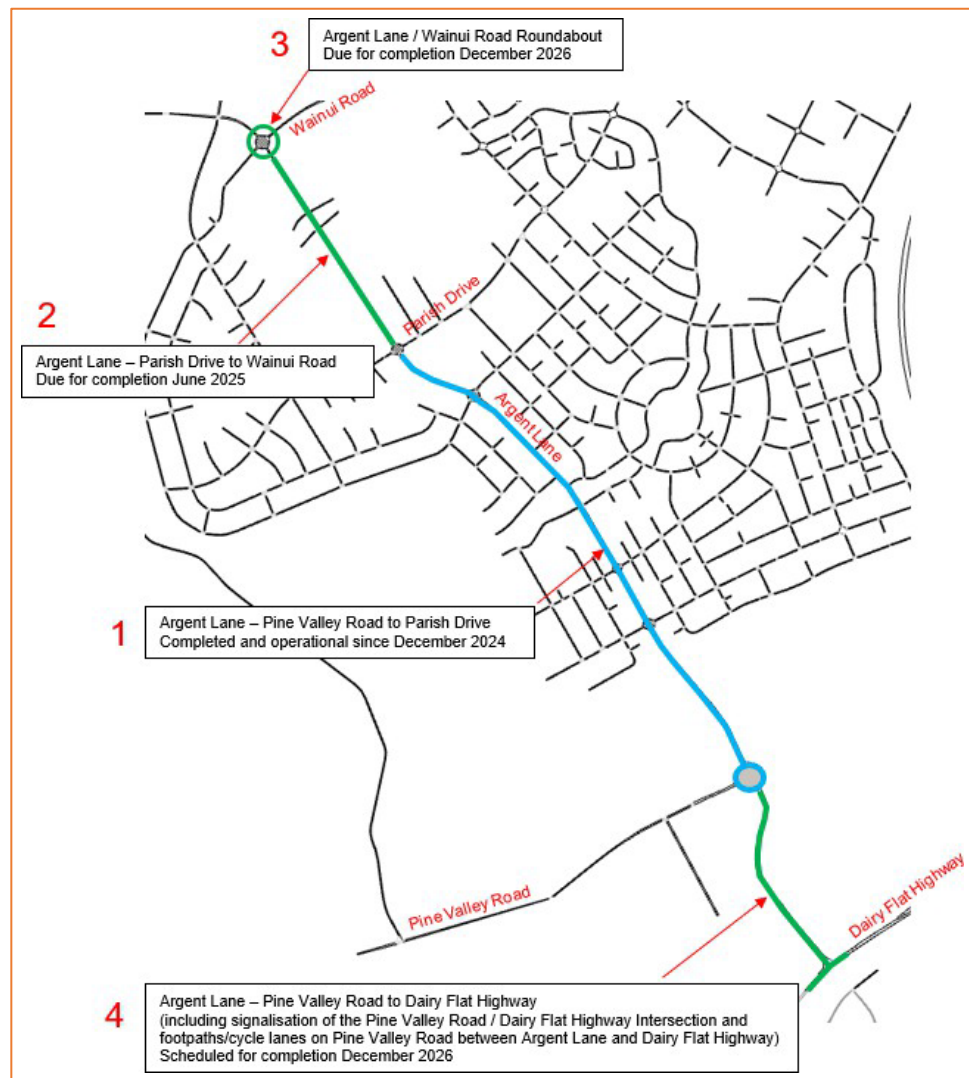
requirements.

Note 2: Flush, solid or raised medians subject to Auckland Transport approval at EPA stage.

Note 3: Carriageway and intersection geometry capable of accommodating buses. Bus stop form and locations and bus routes shall be determined with Auckland Transport at resource consent and engineering plan approval stage.

I561.11.3. Appendix 3: Transport Infrastructure Upgrades

Pre-Development Upgrades



1: Argent Lane (Pine Valley Road to Parish Drive)

- Two-lane vehicle carriageway
- Single lane roundabouts at the Parish Drive, Maryvale Road and John Fair Drive intersections
- Footpaths on both sides of the road
- Segregated cycle facilities

2: Argent Lane (Parish Drive to Wainui Road)

- Two-lane vehicle carriageway
- Footpaths on both sides of the road
- Segregated cycle facilities

3: Argent Lane / Wainui Road Roundabout

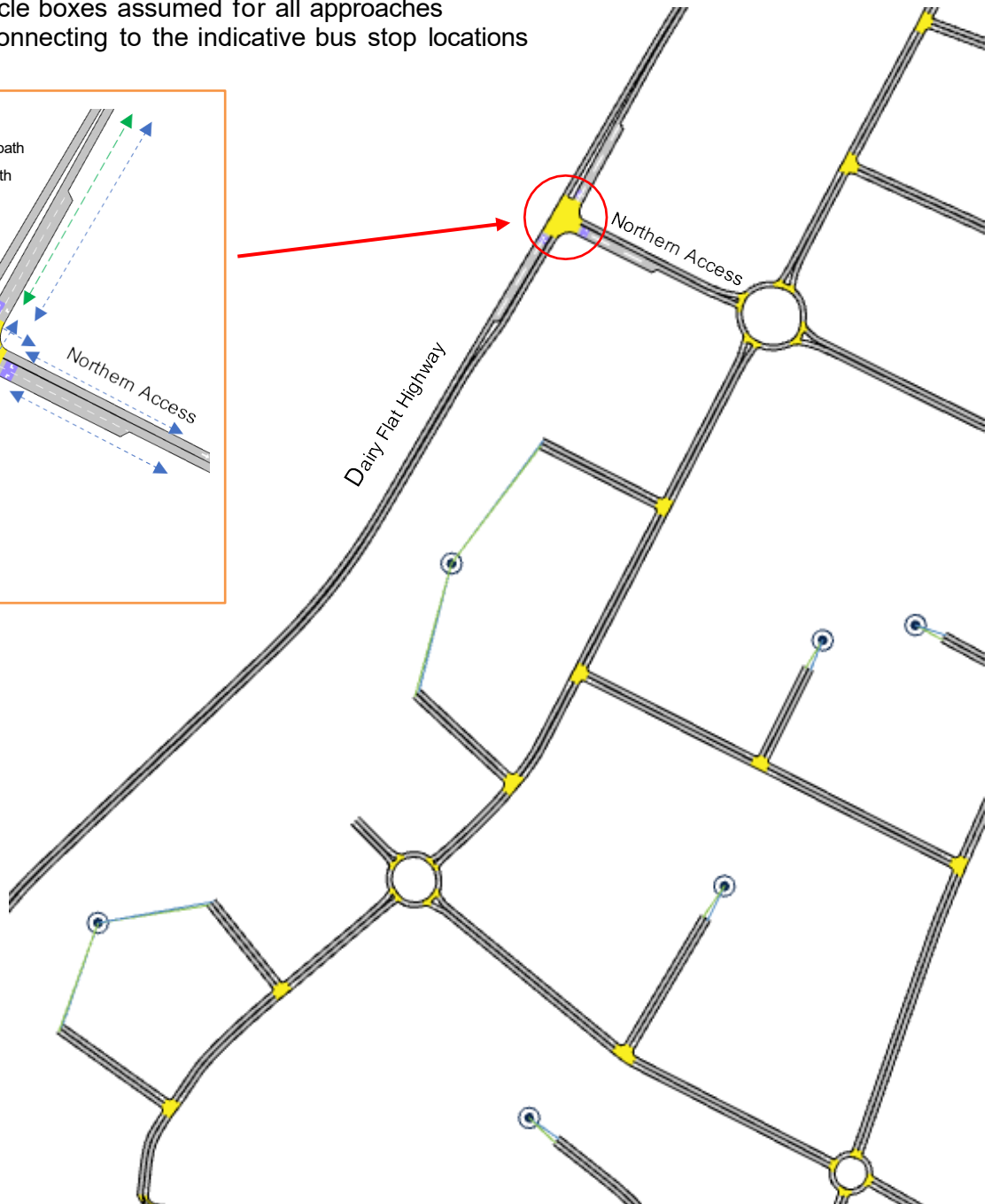
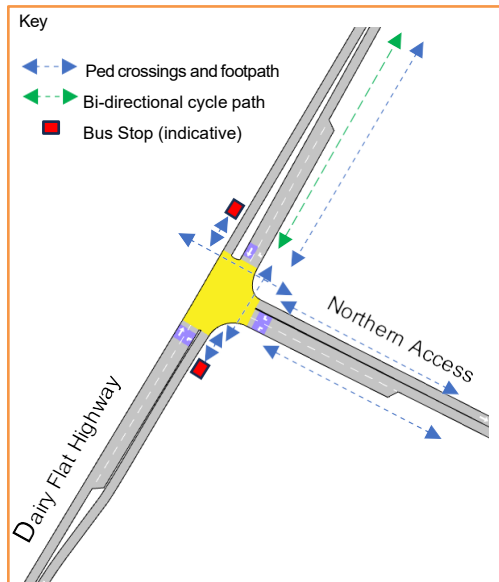
- Single Lane roundabout
- Footpaths and cycle provisions

4: Argent Lane (Pine Valley Road to Dairy Flat Highway)

- Realignment of Pine Valley Road
- Two-lane vehicle carriageway
- Signalisation of the Pine Valley Road / Dairy Flat Highway intersection (inclusive of pedestrian crossings on all legs and advance cycle boxes)
- Cycle lane and footpaths on both sides of Pine Valley Road between Argent Lane and Dairy Flat Highway

Upgrade 1

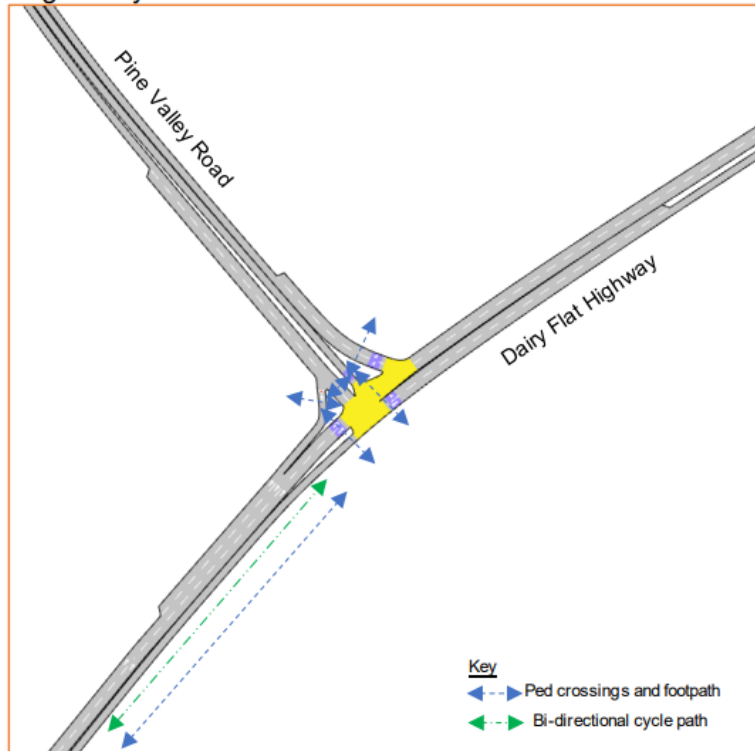
- One signalised intersection connecting the PPC area to the external road network via Dairy Flat Highway
 - signalised pedestrian crossings incorporated within the intersection layout
 - advance cycle boxes assumed for all approaches
 - footpaths connecting to the indicative bus stop locations



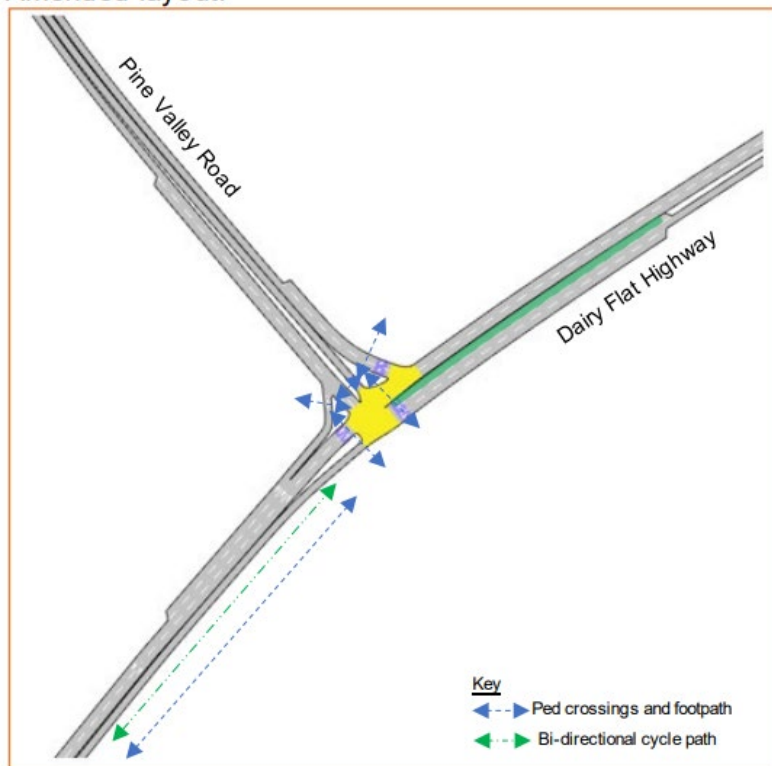
Upgrade 2 (Table I561.6.7.1 (b) of the Precinct Provisions)

- Upgrade of the Pine Valley Road / Dairy Flat Highway intersection to include a second right turn short bay from the east (turns into Pine Valley Road) (approximately 135m)
 - formal pedestrian crossings incorporated within the intersection layout, plus advance cycle boxes

Original layout:



Amended layout:



Upgrade 36 (Table I561.6.7.1 (c) of the Precinct Provisions)

- Signalisation of the Wilks Road / Dairy Flat Highway intersection
 - signalised pedestrian crossings incorporated within the intersection layout
 - advance cycle boxes assumed

Note: A roundabout design with safe provision for all modes is an alternative option.

Original layout:



Amended layout:



Upgrade 4 (Table I561.6.7.1 (c) of the Precinct Provisions)

- Signalisation of the Wilks Road / East Coast Road intersection
 - signalised pedestrian crossings incorporated within the intersection layout
 - advance cycle boxes assumed

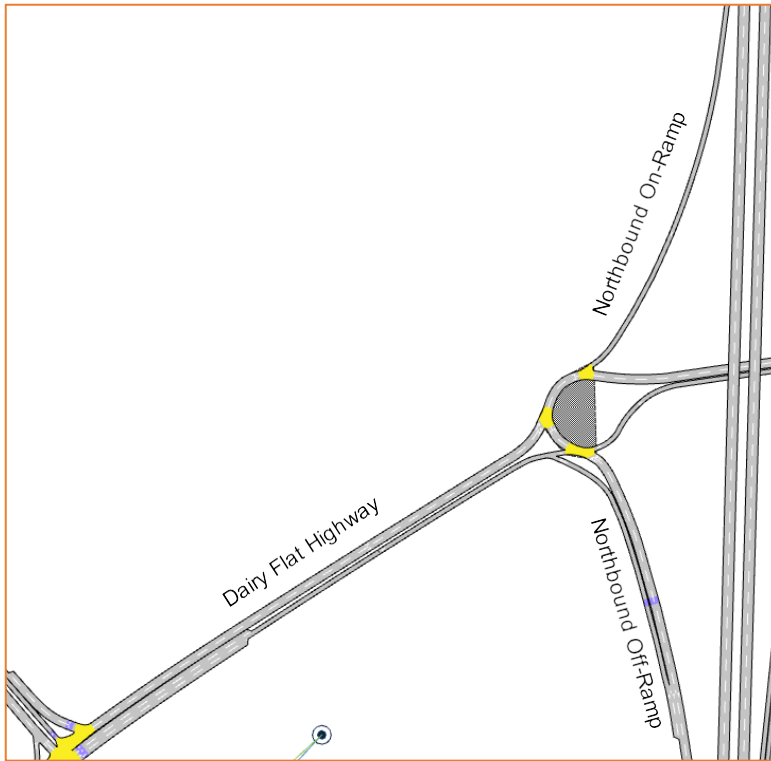
Original layout:



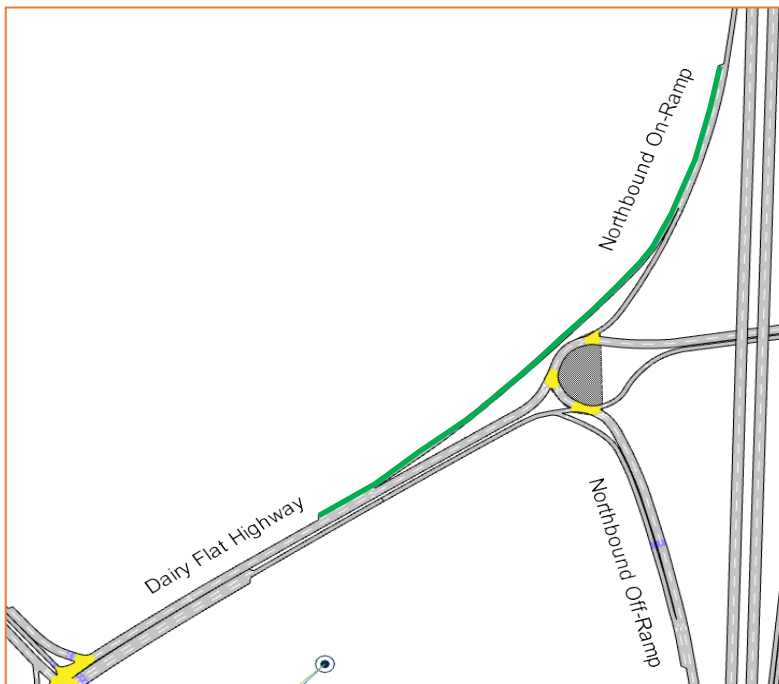
Upgrade 5 (Table I561.6.7.1 (d) of the Precinct Provisions)

- Provision of a slip lane on the western approach to the Silverdale interchange which connects to the northbound on-ramp

Original layout



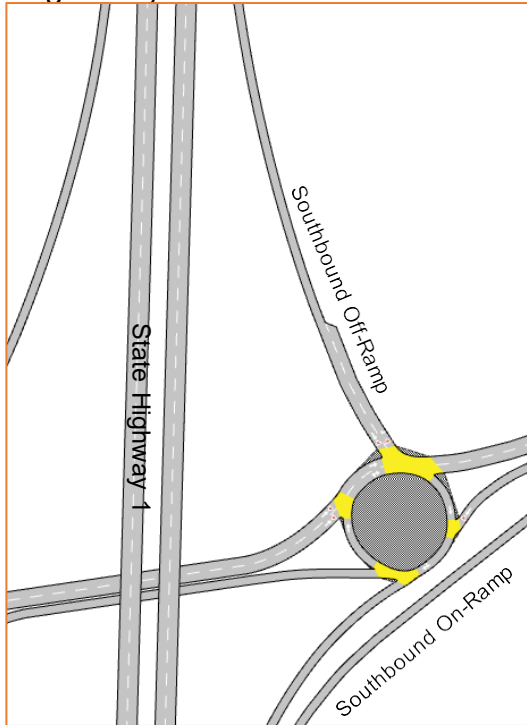
Amended layout:



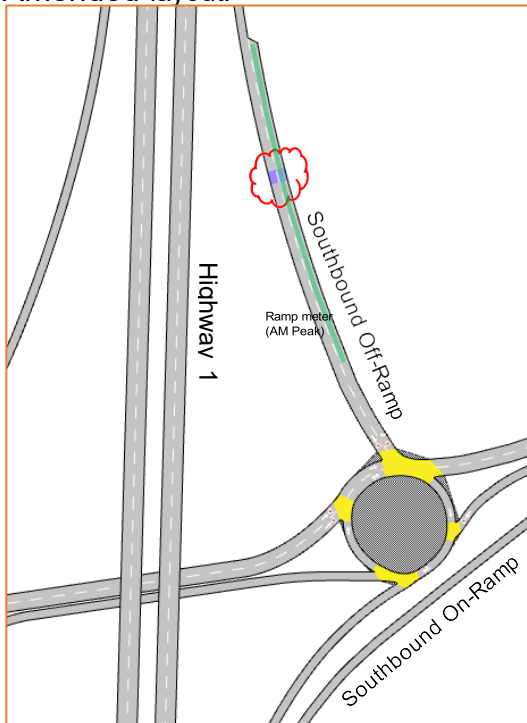
Upgrade 6 (Table I561.6.7.1 (d) of the Precinct Provisions)

- Extending the length of the left turn slip lane on the southbound off-ramp at the Silverdale interchange to around 150m and introducing a ramp meter for the AM peak

Original layout:

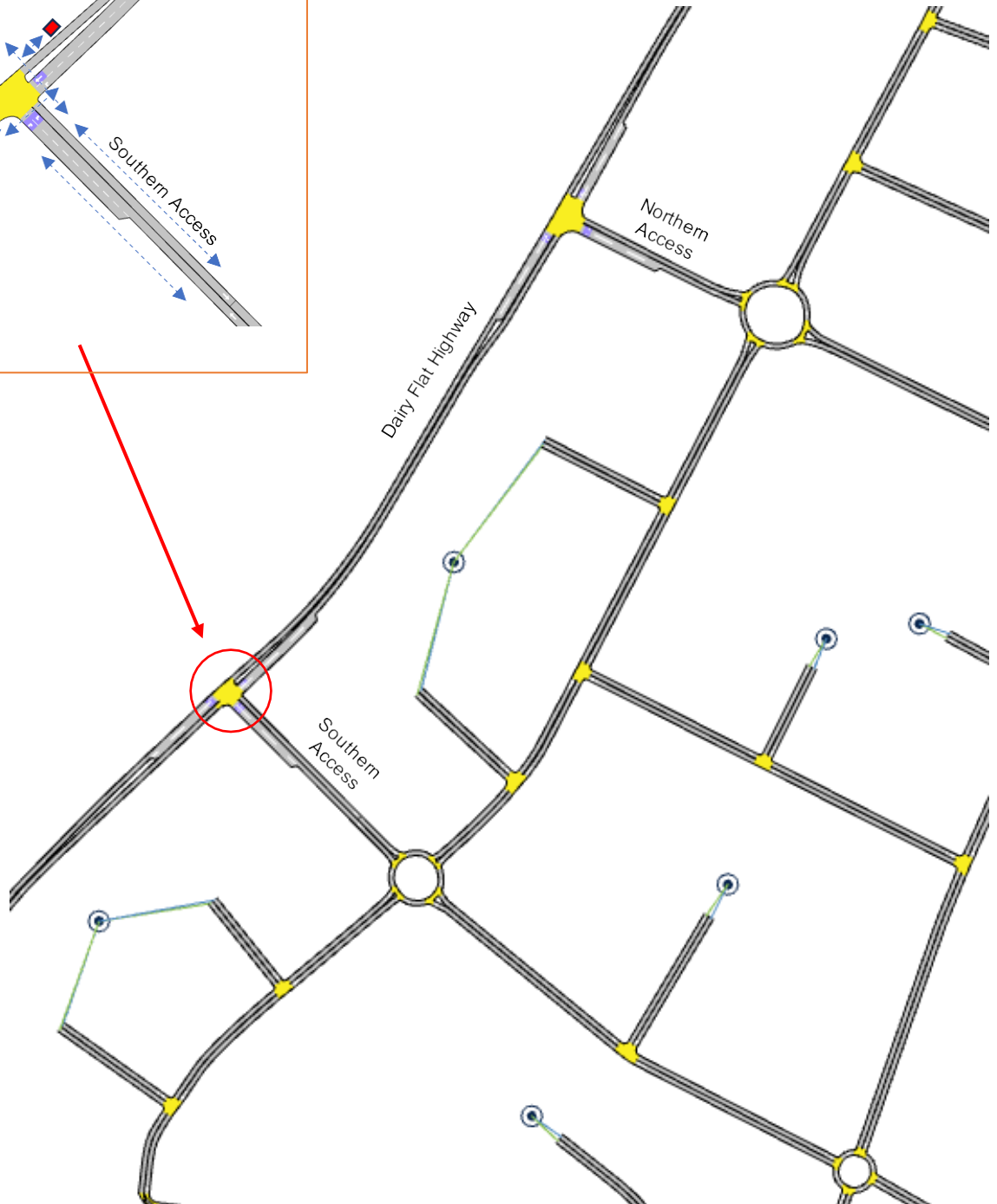
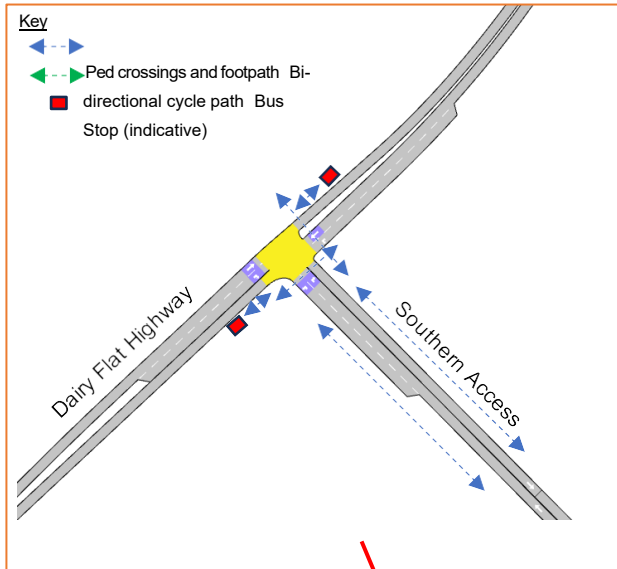


Amended layout:



Upgrade 7

- Provision of a second signalised intersection off Dairy Flat Highway to service the PPC area
 - signalised pedestrian crossings incorporated within the intersection layout
 - advance cycle boxes assumed for all approaches
 - footpaths connecting to the indicative bus stop locations

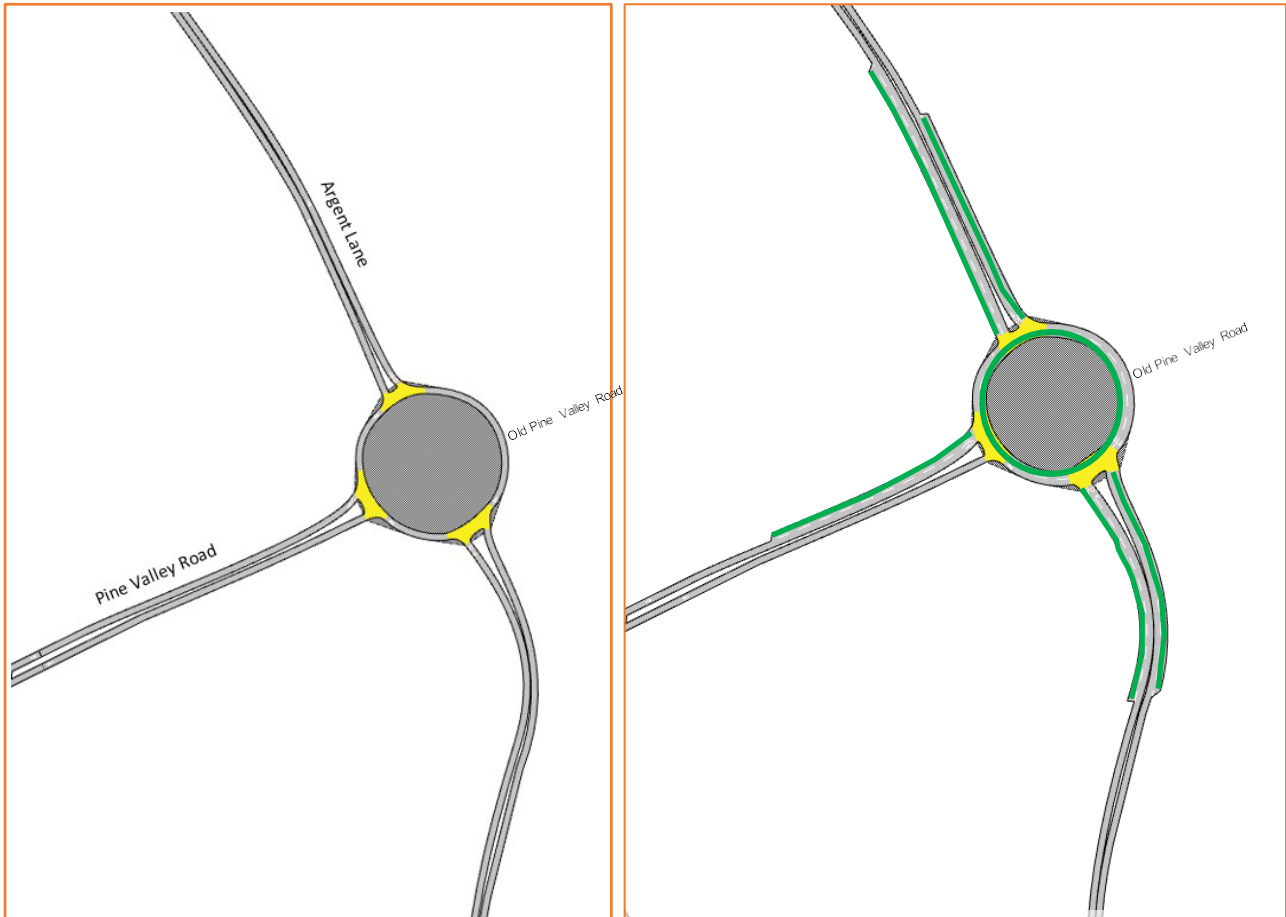


Upgrade 8 (Table I561.6.7.1 (e) of the Precinct Provisions)

- Double-laning of the Argent Lane / Pine Valley Road roundabout

Original layout:

Amended layout:



It should be noted that Old Pine Valley Road has not been specifically included in the model as it is a no-exit road with only a small number of properties accessing it. It can be included once a notable level of future development along the road is identified.

I561.11.4. Appendix 4 Landscape Buffer Plan

