



# PUHINUI WARKWORTH TOWN CENTRE PLAN 2023 - 2033

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Puhinui Warkworth on the banks of the beautiful Mahurangi River, where culture and heritage are valued, and all are welcome. Celebrating local while being a regional attraction.

A great place to live and a memorable day out!

# CONTENTS

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## Introduction

|                                    |   |
|------------------------------------|---|
| Puhinui Warkworth Town Centre Plan | 6 |
| Vision Outcomes                    | 8 |

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## Background information

|                                  |    |
|----------------------------------|----|
| Valuing The Past                 | 12 |
| Puhinui Warkworth ... Today      | 14 |
| The Future ... Trends and Issues | 16 |
| Regional growth infrastructure   | 18 |

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## Actions to achieve the vision

|                              |    |
|------------------------------|----|
| Mahurangi River              | 22 |
| Neville, Elizabeth and Queen | 28 |
| Laneways and Walkways        | 38 |
| Green Network                | 44 |

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## Bringing the Actions Together

|                       |    |
|-----------------------|----|
| A vibrant river front | 52 |
|-----------------------|----|

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## Next steps

|                |    |
|----------------|----|
| Implementation | 62 |
|----------------|----|

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# INTRODUCTION

# PUHINUI WARKWORTH TOWN CENTRE PLAN

The purpose of the Puhinui Warkworth Town Centre Plan is to guide collective decision making and policy for Puhinui Warkworth, and to inform community, Auckland Council and private sector investment. This is to be achieved through establishing a physical vision for the town, with design ideas to explore and actions to achieve them. The plan will make it easier for private investors, businesses, council, mana whenua and the wider community to work together to create fun, healthy and attractive places for everybody to enjoy.

Puhinui is the name mana whenua originally used for the Warkworth area. Puhinui Falls is referred to by English settlers in the establishment of the town and river based industries, as the location at which passage up the Mahurangi River is limited. Working with Ngāti Manuhiri to uphold the mana of the Mahurangi River and improve the health of the river, is a key part of this project, with the health of the town, community and river being entwined.

The Puhinui Warkworth Town Centre Plan has been developed in response to community directions provided through the engagement events undertaken March - December 2022. A series of key themes were identified as being important outcomes for the community, and this has guided the development of the Town Centre Plan. A series of testing images were developed to illustrate some initial ideas of how the types of outcomes sought by the community could be achieved. A record of these events, and findings is included in the Puhinui Warkworth Community Voices Report by Community Think.

The town centre plan also takes into consideration the impact of Covid 19, the potential impact of climate change, anticipated demographic changes, and the latest information on Auckland Council planning initiatives and infrastructure works. The goal is a town centre that values its past, but is designed to meet the needs of the whole community and future generations.



Photo Source: Community Think 2023

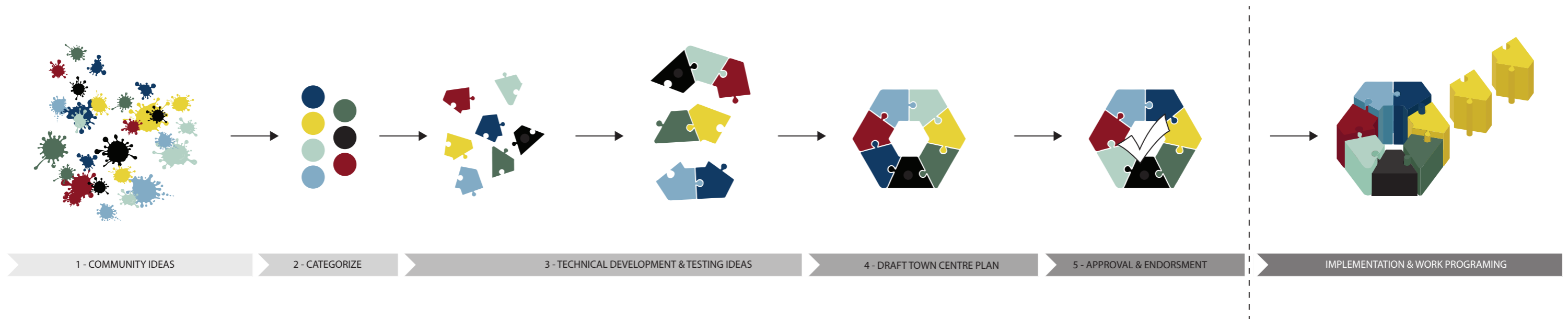


Figure 1: Creating the Puhinui Warkworth Town Centre Plan and maintaining the community vision - A summary of the community led design process that is shaping the creation of the Town Centre Plan. The Puhini Warkworth Community Voices document by Community Think summaries Stages 1 - 2. Stage 3 also included testing ideas with the community

It is anticipated that the Puhinui Warkworth Town Centre Plan will build upon previous work and Auckland Council policies, relevant to Warkworth:

- Be a community led vision
- Reflect a commitment to improving the health of the river
- Reflect Ngāti Manuhiri aspirations, culture and identity
- Identify opportunities and projects for council, Auckland Transport, business owners, and private landowners to improve the appearance and functioning of the town centre
- Identify opportunities for further development of community facilities, and high quality public spaces that will become social and community hubs
- Improve accessibility of the town centre for all modes of transport – walking, cycling, public transport, parking
- Create a sense of place that reflects the diversity of the culture, history, people and their connections to this place
- Illustrate best practice community engagement and urban design.

A number of key documents were reviewed in the process of creating the Puhinui Warkworth Town Centre Plan. These are illustrated in Figure 2 opposite. More information on key issues that these documents focus on, such as regional growth and climate change, are discussed in the background section of the town centre plan. This includes the extensive amount of residential intensification of existing residential areas that will become possible due to recent changes in the Resource Management Act and Auckland Council's Plan Change 78 to the Auckland Unitary Plan.

There is also the opportunity to learn from what other towns have achieved over the last 10 years, such as Whangarei waterfront and Takapuna, as well as parts of Christchurch.



Figure 2: Key Documents informing the Puhinui Warkworth Town Centre Plan

# VISION OUTCOMES

*Puhinui Warkworth on the banks of the beautiful Mahurangi River, where culture and heritage are valued, and all are welcome.*

*Celebrating local while being a regional attraction.  
A great place to live and a memorable day out!*

This vision statement reflects a combination of community identified outcomes from the community engagement undertaken throughout 2022, (refer Figure 3) and the potential for an economic development strategy based on encouraging visitors, in particular from the Northland and Auckland Region, to visit, enjoy, stay longer than intended and then return another day.

A lot of the ideas and comments from the community focused on creating more activities and places to go and enjoy. For youth and for people of all ages and abilities. In providing for the community, there is the opportunity to provide a destination with lots of interesting activities, for visitors to enjoy. For example, the town could become renowned for its diverse mix of riverfront activities, boutique laneways, universally accessible paths and playground, as well as an annual calendar of events.



*Bringing the Idea Together (refer page 58)  
Artist's Impression of Wharf Street Redevelopment - with additional notes.*

## COMMUNITY THEMES



### AWA MAHURANGI

Awa Mahurangi is the pulsing heart of the town, the town should be re-orientated towards it.



### ACCESS

Accessible pathways for getting around town: cycle, walk, wheel and public transport options that connect up the town and its surrounding areas.



### PUBLIC SPACE

More public spaces to eat, meet and connect by the river and in the parks.



### NIGHTLIFE

A town with a nightlife.



### CIRCULAR ECONOMY

Sustainable and circular economy: Places to grow food and trees, places to share skills.



### COMMUNITY FACILITIES

Public facilities, and services that foster intergenerational (and intra-generation) connection and community wellbeing.

In addition to the community outcomes we have added the outcome of Kaitiaki/Guardian - to represent the responsibilities of the Rodney Local Board, Auckland Council and mana whenua to work together, as required by the Treaty of Waitangi to consider community outcomes alongside a range of other issues of national and regional importance. This includes the resiliency of investment into infrastructure, providing for anticipated population growth, providing choices in transport options and ensuring the health of the natural environment for future generations.



### KAITIAKI

Guardianship and stewardship of our natural environment and shared resources, for future generations.



*Photo Source: [www.ourauckland.aucklandcouncil.govt.nz](http://www.ourauckland.aucklandcouncil.govt.nz)  
The Mahurangi River within the town centre.*

The town centre plan identifies a series of actions, that are focused on specific parts of town centre that are unique to Warkworth. These areas are where there is the potential to achieve the vision and community outcomes sought through a series of design changes to the existing town. They relate to a combination of parks and green spaces, streets and private land as well as areas alongside the river. Figure 4 below illustrates the locations of focus that the following sections are based on.

Each section includes implementation tables to illustrate how the proposed changes to the design of the town, its streets, parks and buildings, will fulfill the outcomes sought by the community and the obligations of being Kaitiaki for future generations. Figure 5 below summarises these. The maps in the following sections are for each physical location of focus, but often have actions on them that relate to a combination of outcomes and overlap with multiple areas of focus.

Implementation will often require approval or work from different organisations, including Auckland Transport and Watercare, as well as local landowners and businesses.

The river front is included in the Town Centre Plan section on Bringing the Actions Together. It focuses on bringing together multiple actions to transform parts of the riverfront.



Figure 4 : Physical areas of focus for the Puhinui Warkworth Town Plan

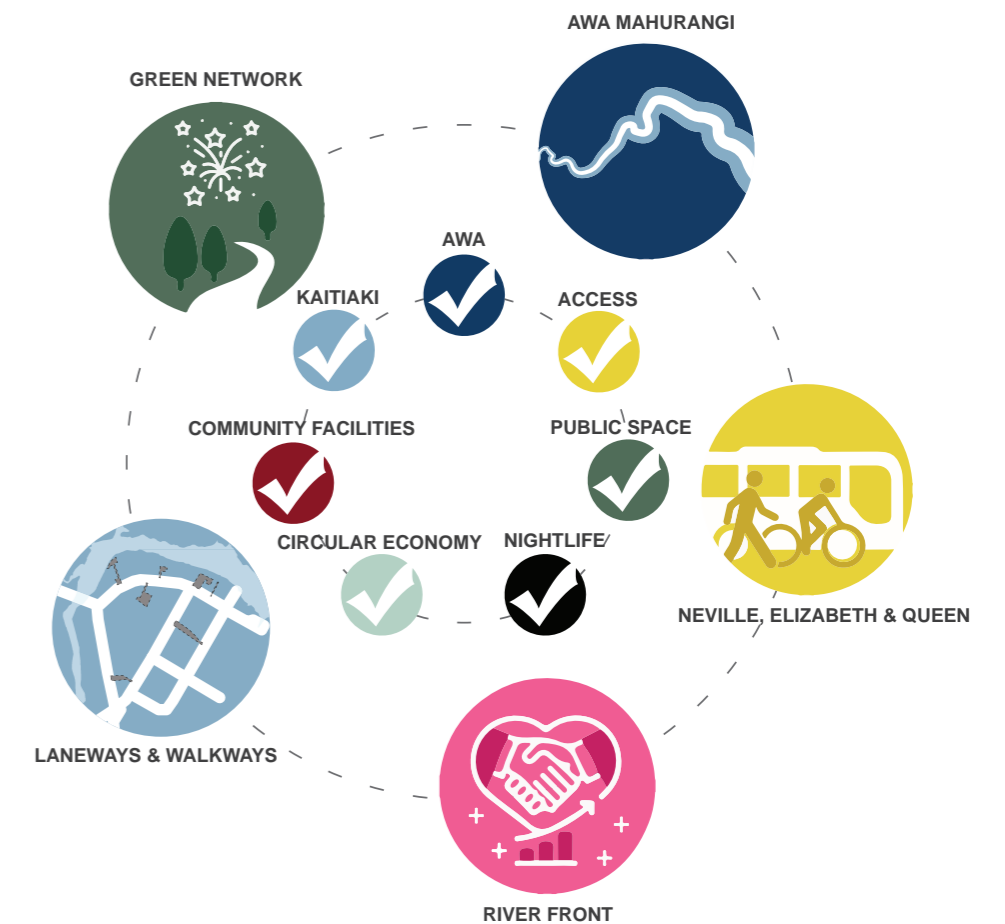


Figure 5: The combination of themes and the physical areas of focus that have the potential to achieve a wide range of community outcomes.





## BACKGROUND INFORMATION

# VALUING THE PAST ....

## NGĀTI MANUHIRI

Mahurangi, an ancestress of Tainui waka that arrived in the thirteenth century was a renowned tohunga. Mahurangi gave karakia to the atua for guidance and protection as they embarked on their journey from their ancestral homelands of Hawaiki to the coastline of what we now know as “Auckland”, particularly, Rodney, Hibiscus and Bays, North Shore and Takapuna Devonport. By the fourteenth century migrations associated with some of the famous ancestral canoes had begun to influence the Mahurangi area. These migrants conquered and absorbed the Maru iwi and the descendants of Toi. From the North came the Ngai Tahu people, the descendants of Tahuu. From the south came the descendants of Tainui waka who had settled around the Waitemata Harbour. These people, who also had Arawa affiliations, had by the sixteenth century become known by the general name Ngaoho. They had intermarried with the earlier tribal groups, including Ngai Tahu who they pushed to the north, and were in occupation of all the land between the Waikato River and the Kaipara Harbour entrance, including Mahurangi.

The Kawerau people (are) descended from a large group of Ngati Awa people who had migrated north to the Tamaki isthmus from Kawhia in the 1620's. Led by Maki, the most famous ancestor of the Mahurangi people they initially settled at Rarotonga (Mt Smart). Then over the next generation they spread northward conquering the islands of the Hauraki Gulf north to Hauturu (Little Barrier Island), the Kaipara district north to the harbour entrance, as well as the east coast from Takapuna to Te Arai. This conquest included Mahurangi, where the people of Ngaoho and Ngai Tahu were defeated and absorbed.

Maki had four sons Manuhiri, Maraeariki, Ngawhetu and Tawhiakiterangi. These children all had associations with the Mahurangi. Manuhiri has upheld and maintained the customary rights and principles since then to present day. Ngati Manuhiri has strong links to the confederation of tribes known as Te Kawerau who descend from Maki and his children.



*A carved representation of Manuhiri, the ancestor from which Ngāti Manuhiri take their tribal name. This pou is at Tāwharanui Regional Park. Photo Source: Tāwharanui Our History [www.aucklandcouncil.govt.nz](http://www.aucklandcouncil.govt.nz)*

## PUHINUI

Ngāti Manuhiri's ancestry, history and legends are interconnected with the lands they occupied over generations, and that they continue to have responsibility for as Kaitiaki or customary guardians of the area.

Kaitiakitanga can be described as the practice of managing natural resources in a way that protects their Mauri (life force) and incorporates Mātauranga Māori (Māori traditional knowledge) and acknowledges the deep kinship between Māori and the natural world which supports whanau health and well-being.

Te Awa Waihē (Mahurangi River) was an important source of freshwater and food such as tuna (eels), koura (freshwater crayfish), kākahi (fresh water mussels) and waterfowl. There was also flax and other weaving resources, plants and fruits for kai (food) or rongoā (medicine). The mature trees in the once lush surrounding bush (podocarp/ broad leaf and Kauri) were felled for waka (canoes).

The waterfalls (Puhinui Falls) at the head of the river are of particular significance to Ngāti Manuhiri and are considered wāhi tapu (sacred).

The awa was also part of a major transport route for Māori canoes that linked to an overland pathway to enable a direct connection between the Hauraki Gulf and Kaipara Harbour. This east-west route was used for trade and connecting whanau. It was as significant as State Highway 1 is now to the rest of the country.

Because of its accessibility, Puhinui was a meeting place for the tribes that were related to Ngāti Manuhiri. Further south of the falls there were several waka landing sites used by the people as they traveled inland from the coast.

## COLONIAL AND INDUSTRIAL HISTORY

The town of Warkworth had its beginnings in a water-powered sawmill, the first in the Mahurangi. It's proprietor, John Anderson Brown arrived in Auckland in 1840 and set up in business soon after.

There was a need for sawn timber in the new town of Auckland. Brown with two companions and a crew, is understood to have set out in a whaleboat to look for a place to establish a sawmill. Rowing up the Mahurangi as far as they could go, they came to the place where the river cascades into the tide. Brown decided it was a suitable site for a watermill. Brown and Captain Kasper are understood to have been the first to exploit the timber at the tide head of the Mahurangi River.

In 1844 the dam, race and mill, along Mill Stream was built. It stood on the left bank just below the present bridge.

Warkworth's industrial heritage was further established when Nathaniel Wilson began manufacturing hydraulic lime in 1866 and in 1884 started producing Portland Cement. By 1903 there were 180 men employed on the site of the Cement Works. This is now one of New Zealand's most important industrial archaeological sites.



Photo Source: [www.mahurangi.org.nz](http://www.mahurangi.org.nz)  
Steamboat Kapanui gliding downriver past the Wilson cement works, shortly before 1908.

## THE ESTABLISHMENT OF WARKWORTH TOWN

The Warkworth town, was established by John Anderson Brown when the Mahurangi area was first surveyed and put on the market in 1853. Brown was quick to exchange his squatter status for the security of land ownership. He saw the potential of land at the end of tidal navigation for the establishment of a township to service the wider area. On 15 November 1853 he purchased 153 acres of the land located between the Mahurangi River and the proposed North Road for £69. Another 81 adjacent acres were bought in his daughter's name. Just six months later he was advertising town lots for sale. Quarter acre lots were offered at £6–15 each.

A number of the old town buildings are now protected heritage buildings that in conjunction with the river and unique topography of the area, contribute to its special character. The Warkworth Hotel and Bridge House are examples of these. There are also some historic homes, churches and other places that connect the community with this early colonial and industrial heritage, in addition to later buildings such as the Town Hall that was built in 1910.

## THE JANE GIFFORD

The Jane Gifford is living piece of Warkworth's industrial heritage, that has been restored by Warkworth residents and is moored at Wharf Street within the town centre.

The Jane Gifford is the country's last remaining rigged sailing scow. She was built in 1908 by Davey Darroch, at Whangateau, initially to cart granite from mines in Coromandel to Auckland. Based in Warkworth from 1921 to about 1938 she was used to cart shell from Miranda in the Firth of Thames to the cement works in Warkworth. For a number of years she also carted road metal from the Public Works department quarry at Motutara Island to Warkworth, for building roads in the area. She was also used to transport stock to and from Great Barrier Island and occasionally to Little Barrier Island.

The Jane Gifford is now moored at the wharf on Wharf Street, within the town centre, and is available to take people for river cruises.

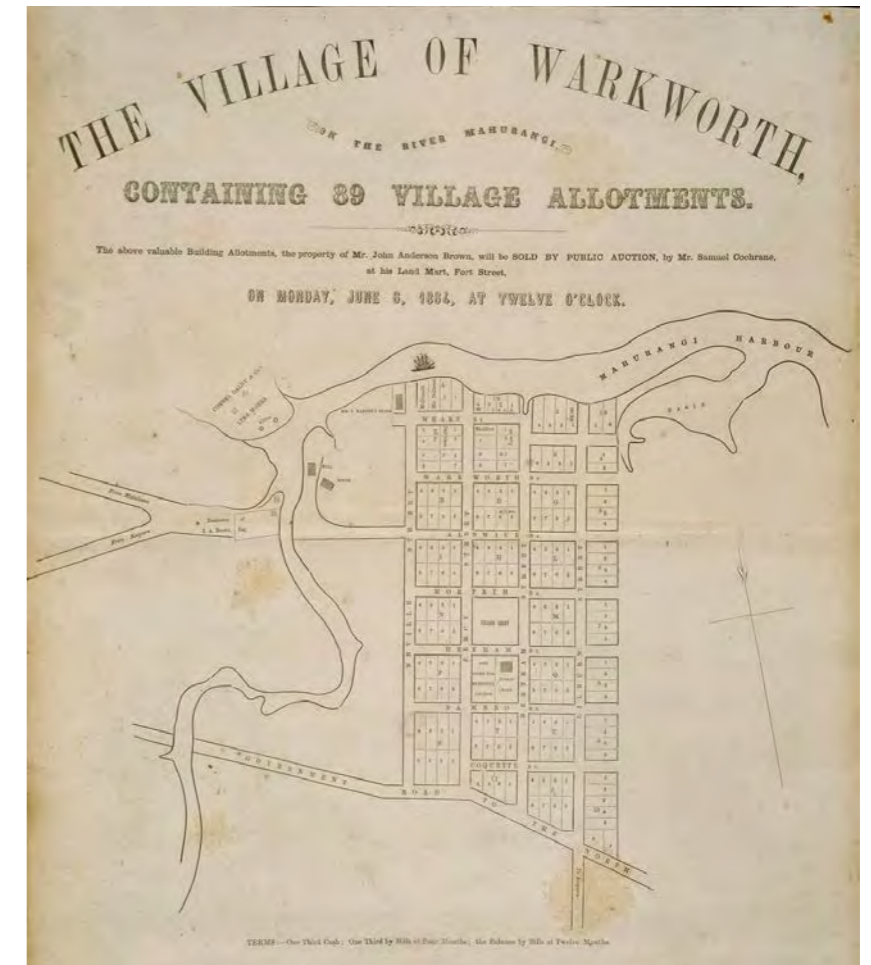


Photo Source: Sir George Grey Special Collections  
NZ Map 4498-26, map showing allotments for sale in Warkworth 1864



Photo Source: [janegifford.org.nz](http://janegifford.org.nz)  
The historic sailing scow Jane Gifford.

# PUHINUI WARKWORTH ... TODAY

## NGĀTI MANUHIRI TODAY

Ngāti Manuhiri have lived in the Mahurangi area as ahi kā (people who kept the fires burning/ continuous occupation) since the 17th century. They are mana whenua of the Puhinui Warkworth area, a status that has been reaffirmed by the Waitangi Tribunal. Mana means authority or power, whenua is land, and mana whenua refers to the tribe that is acknowledged as having primacy of ancestral relationships to an area and the right to exercise customary authority. This is also important in relation to Te Tiriti o Waitangi / Treaty of Waitangi and the responsibility of working with the Crown on matters of importance to an area.

Ngāti Manuhiri boundaries (rohe) extend from Mangawhai in the north to the Okura river mouth south of Whangaparaoa. Their eastern boundary takes in the islands of Hauturu O Toi (Little Barrier), Kawau O Tumaro, Tiritiri Matangi, Panetiki, the Mokohinau islands, Hawere a Maki, Motu Tohora, Motuihe, Moturekareka, Motuketekete, Motutara, Te Haupa and includes associations in the Waitemata and the lower Hauraki Gulf. The western boundary starts in the North at Patumakariri, Kaipara, through to Oteha / Takapuna.

Ngāti Manuhiri have chosen to locate their main office in Puhinui Warkworth. Transforming what was once the court house, into a place for their people to meet, and a base for them to put into action their kaitiaki role.

Te Awa Waihē (Mahurangi River) continues to be of significant importance to Ngāti Manuhiri because of the connection they have to their ancestors and the responsibility they have to them, and to future generations to be good Kaitiaki (guardians) of this important body of water that provides sustenance to their people. The health of the river, and opportunities to see their culture and heritage reflected in the design of the town and in particular the river front, continues to be of utmost significance to them.

Of significance to Ngāti Manuhiri is Te Puawai Kōwhai (the blooming of the Kōwhai). This new seating area that overlooks the Mahurangi River is the first time they have seen their histories and cultural values reflected in the public spaces of the town centre. Opportunities to be involved in the design and naming of new urban spaces are important to Ngāti Manuhiri.



Photo Source: [www.mahurangi.org.nz](http://www.mahurangi.org.nz)  
The opening of Te Puawai Kōwhai

## RODNEY LOCAL BOARD AREA

Warkworth town is within the Rodney Local Board area and extends from Muriwai on the West Coast, up to Wellsford and Te Arai in the north and to east coast. The area covers 2,275 km<sup>2</sup> and in June 2022 had an estimated population of 79,400. The Rodney Local Board are responsible for local decision-making on a range of matters.

Auckland Transport is responsible for all of the public streets and transport infrastructure (when not a state highway), and are required to seek guidance and direction from the Rodney Local Board on matters of local importance.

Rodney is broken up into four subdivisions to ensure local representation is achieved. The Warkworth Subdivision includes Warkworth, Matakana, Kaipara Flats, Sandspit, Algies Bay, Leigh, Snells Beach, Whangateau, Omaha, Puhoi, Scotts Landing, Ahuroa, Point Wells and Kawau Island.



*Photo Source: Our Auckland 3 March 2023  
The new Rodney Local Board office.*

## WARKWORTH TOWN AND COMMUNITY

Contemporary Warkworth can be described as a small regional town that in comparison to the perceived 'busyness' of Auckland, provides for a more relaxed and quieter lifestyle.

In the 2018 census, the population of Warkworth town was recorded as being 3100 people, of which the median age was 42.6 years. Of this number, 285 people identified themselves as being Māori, and the Māori median age was 25.5 years.

Warkworth town has a strong community, great schools, and a committed business association. Recent developments in the area have included the Oaks Retirement Village that at 6 stories high is the tallest building in the town centre. The majority of the business area is currently only 1 - 2 stories high, as are the surrounding residential areas despite the Auckland Unitary Plan zoning allowing for greater height.

Despite its small resident population, as a regional town Warkworth is important to a much wider area. It serves a rural and coastal catchment that extends to the north, east and west of the town. It's catchment in relation to the business, community and retail services is much greater. However, as other areas, such as Matakana have developed, so too has the range of business services and retail offerings in those areas. New retail, commercial and business areas within Warkworth, but outside of the town centre are also reducing people's need to travel into the town.

The wider Warkworth area is continuing to change and is entering a period of high growth, with a large amount of residential and commercial development underway, and planned. This has already brought an influx of new community and the result of the 2023 Census is likely to reflect these changes.

A recent change has been One Warkworth Business Association's success at having a Business Improvement District established for the Warkworth area, that took effect on 1 July 2020. One Warkworth was then renamed One Mahurangi in late 2020.



*Photo Source: Motu Design  
The relocated and renovated historic Warkworth Hotel and Notable Tree with the six-storey Oaks Retirement Village visible behind the hotel.*



*Photo Source: Google Maps  
The Grange convenience retail complex located on State Highway 1*

# THE FUTURE .... TRENDS & ISSUES

## POPULATION GROWTH

Warkworth is anticipated to grow from a population of 3000 to over 20,000 in the next few decades. There are lots of variables in the rate of this change but already substantial new development is taking place in the greenfield areas that are planned for urbanisation. This is happening at a rate faster than was anticipated when the Warkworth Structure Plan was developed in 2019.

With an increase in population comes an increase in demand for commercial and retail services. The location of these and other changes in infrastructure will impact on the desirability of the town as a key destination for retail and business, providing competition to the town, or supporting its growth and diversification. An increase in population also increases the need to plan for more community services, such as the provision of an expanded library, community centre, and places for youth to socialise, in addition to schools, transport and other needs.

## RESIDENTIAL INTENSIFICATION

Over time, Warkworth's existing residential areas are likely to intensify, with older house sites being redeveloped for town houses, terraces and apartments, instead of being renovated. This will provide more choice in house types and living environments, and more affordable options for people to live close to the town centre. Redevelopment is already possible in some areas, and opportunities are being increased via changes that are being made to the Auckland Unitary Plan. These plan changes are in response to central Government's change to the Resource Management Act in 2021. Auckland Council is now required to enable more small town houses and terraced units or apartments, of up to three stories in height and across up to 50% of a site's area, to be built throughout most of Auckland's urban areas. Within walking distance of the town centre they are required to enable apartment buildings of to six storeys in height.

## CLIMATE RESILIENCY

There are five Warkworth towns in the world, including two in England. All are vulnerable to global-warming-exacerbated flooding. The Warkworth towns in Mahurangi and Northumberland are also immediately vulnerable to anthropogenic sea-level rise. Responding to the future state of the river that will change over time, in addition to seasonal storm events, will be an important consideration. Work is being done to map the potential changes in water levels and flood risk to the town centre, and this will need to inform where and how future investment in buildings and infrastructure is designed.

## WATER QUALITY AND FLOOD RISK MANAGEMENT

The Mahurangi River catchment is extensive, and how water is managed throughout the catchment will impact on both the quality of water in the river, and the extent to which it may flood (or not) in high rainfall events.

All of the water from the Warkworth Town Centre, drains to the Mahurangi River. How the water is treated, and what pollutants are removed, before it enters to the river is a key factor in water quality, the health of the fish and plants that live within the river, and whether or not it is safe for humans to swim in. Throughout many new urban areas, it is common for stormwater to be treated via natural filtration systems, like swales, raingardens, ponds or wetlands, before being discharged into a stream. Recently these types of mechanisms have been referred to as Sponge City features. They can also help reduce the impact of storm events and high rainfall in urban areas by providing absorption or storage of rain water that is not reliant on pipes.

## TRANSPORT

It is important to explore how the design of towns can support a wider range of transport options including different types of electric vehicles, public transport, and safer walking and cycling routes. This is to ensure resilient and sustainable urban areas. Reducing reliance on fossil fuels is also an important part of designing for a 'low carbon' future.

Providing more time and cost efficient alternatives to private car use is also important from an equity perspective and to support community diversity and inclusion. This is due to the increasing costs of owning, running and storing cars that can make it unaffordable for some people, and not everyone can or wants to drive. Heading into the future, it is important to design our towns so that families can still access the essentials of life, get to school, seek employment and access social activities, such as sports clubs and community events, without owning a car.

The increasing cost of land and construction also makes the provision of car parking options increasingly expensive. Whilst the provision of visitor car parking may still be important, in particular for regional visitors to the Warkworth town centre, it is no longer a requirement in the Auckland Unitary Plan for residential activities, or any business to provide car parking. This is due to changes made to the Resource Management Act in 2021.

## TECHNOLOGY

Changes in technology, including all the options provided by the internet for remote working, provide new opportunities for employment, including working from home, to reduce reliance on long commutes. New technologies also create new business options, or chances to increase productivity and innovation.

Technology is also changing the way children learn and interact with the world, how families communicate, and providing new ways to move around. Electric bicycles and smart phones being just two examples of devices that are adaptable to all sorts of uses over time.

## DIVERSITY AND INCLUSION

With the rapid changes in technology, there is also the need to ensure that we have low-tech options for services and socialising that are accessible to people of all ages and abilities, whilst embracing innovation where it can make life easier for more groups of people, including those of different cultures.

Simple things like ensuring we have universally accessible pathways for wheel chairs and prams, lighting and coloured

signage to help the visually impaired all make a significant difference with supporting diversity and inclusion. Along with making sure that there are different types of public spaces, and community facilities available for groups of people from different cultures, or with different interests and hobbies to meet for recreation, social activity and sharing of knowledge.

### ECOSYSTEMS

Te Taiao (our environment) sets Aotearoa / New Zealand apart from the rest of the world. It gives our culture its uniqueness and special richness, nourishing our well-being. Humanity also depends on the diversity and stability of the natural world. Responsible towns and cities can no longer be developed in isolation of natural systems, and the challenge is to consider how the natural world and urbanisation can co-exist and better support each other.

While indicators of biodiversity are often overlooked, they need to be monitored and protected so that we can preserve the fabric of the natural world as a whole. In the context of Warkworth, this means ensuring we provide for insects, birds, lizards and fish as well as the streams, plants and trees that support them. Mature trees, bio-diversity areas, natural systems for stormwater treatment, trees that provide food for birds, are all matters for consideration in the town centre plan.

### TREATY OF WAITANGI

Te Tiriti o Waitangi / The Treaty of Waitangi is New Zealand's founding document. Signed in 1840 by the British Crown and Māori Chiefs, its principles are recognised in legislation and have been tested in court. It is an important part of our society that is unique to New Zealand. However, we are still learning how to work together, in accordance with the principles of the Treaty.

Auckland Council is a delegate of the Crown with the responsibility of local government in Auckland. It has statutory obligations to Māori, and to Ngāti Manuhiri, to fulfill the Crown's responsibility to respect the Treaty and implement its principles through how it governs. This includes any actions that may affect the future of Warkworth, and the Mahurangi River.



Photo Source: Motu Design  
Townhouse developments.



Photo Source: [www.nzta.govt.nz](http://www.nzta.govt.nz)  
Puhoi to Warkworth motorway



Photo Source: Auckland Council, Our Auckland  
The Riverfront is a flood risk area



Photo Source: [www.localmatters.co.nz](http://www.localmatters.co.nz)  
Warkworth butcher shop building, part of the towns history.



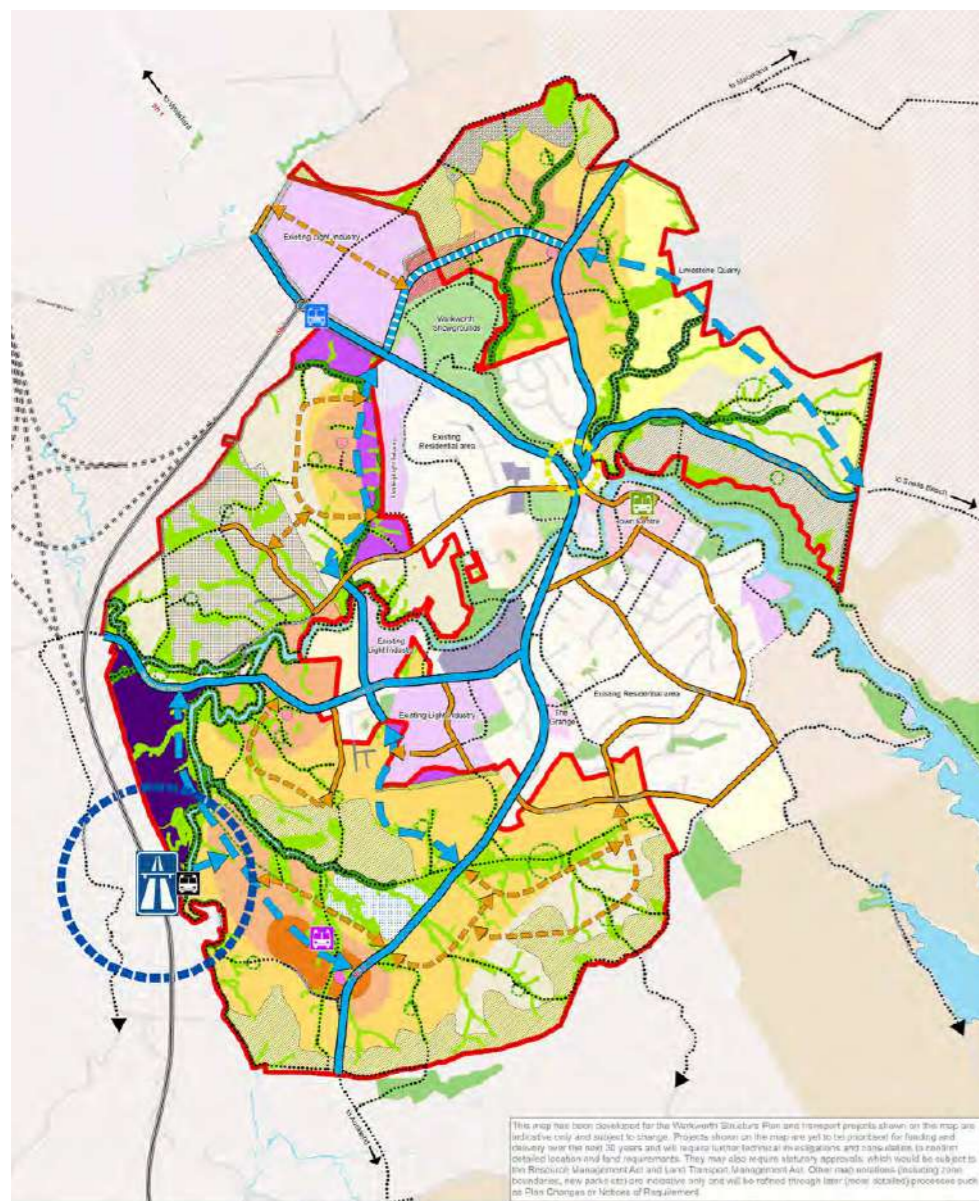
Photo Source: [www.discover-aotearoa.com](http://www.discover-aotearoa.com)  
Integrated sustainable and integrated transport options



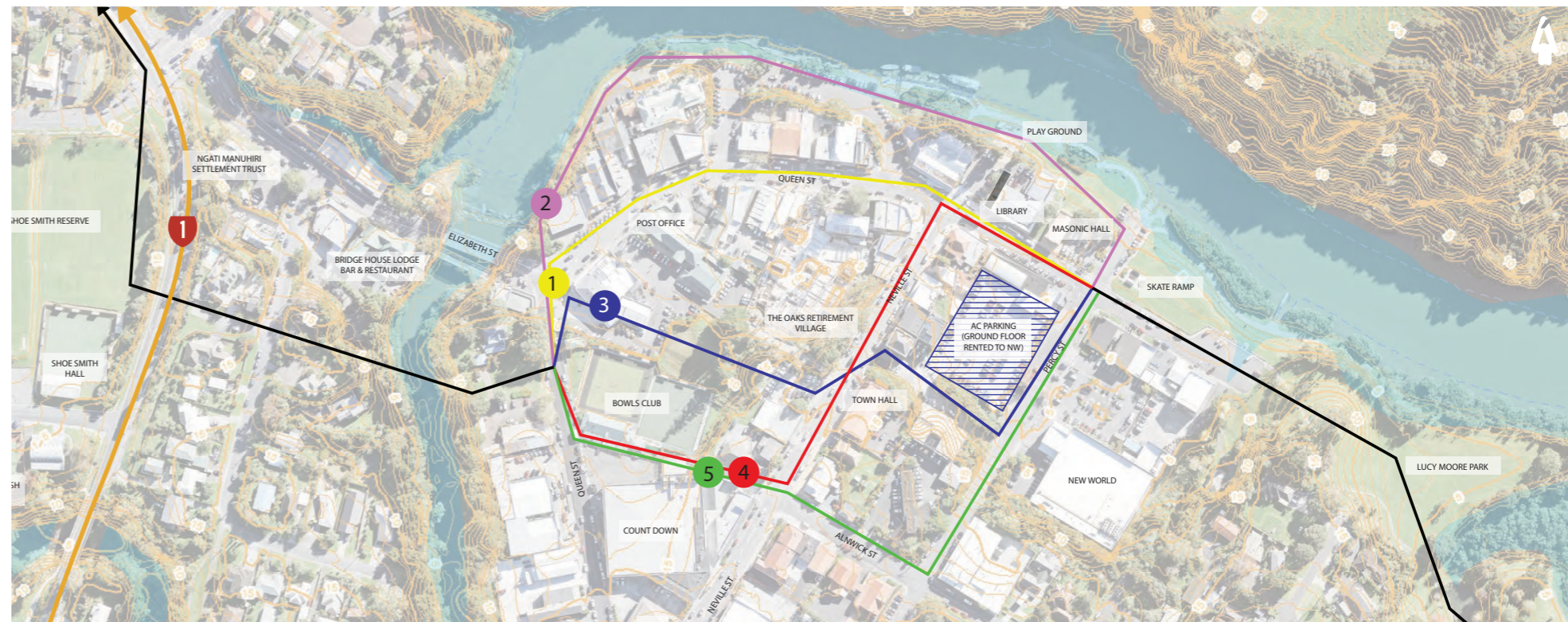
Photo Source: [www.ourauckland.aucklandcouncil.govt.nz](http://www.ourauckland.aucklandcouncil.govt.nz)  
Diversity and inclusion

# REGIONAL GROWTH INFRASTRUCTURE

In planning for future growth and the need for more housing across the Auckland region, Warkworth was identified as having the potential to support significant residential and business development. Planning for this growth is well underway, and some key pieces of infrastructure, like the Te Honohono ki Tai (Matakana Link Road) have been completed.



Source: [www.aucklandcouncil.govt.nz](http://www.aucklandcouncil.govt.nz)  
The Warkworth Structure Plan 2019



Source: Watercare  
Water care pipe location options considered in 2022.

## Warkworth Structure Plan

The Warkworth Structure Plan (left) was developed in 2019. It focuses on around 1,000 ha of land immediately surrounding the existing Warkworth urban areas, that have been zoned Future Urban. Before any urban development can occur in these areas, the structure of new development needs to be planned.

The Warkworth Structure Plan sets out a recommended pattern of land use activities, including where residential or business activities are best located. It also identifies the supporting infrastructure and transport networks that will be required to support urbanisation of the area. The Structure Plan was prepared with the intent to ensure new development integrates well with existing urban areas, however the extent of development enabled will change many aspects of the existing area, including changes in the roading network and more retail choices.

## Watercare's new North West Pipeline

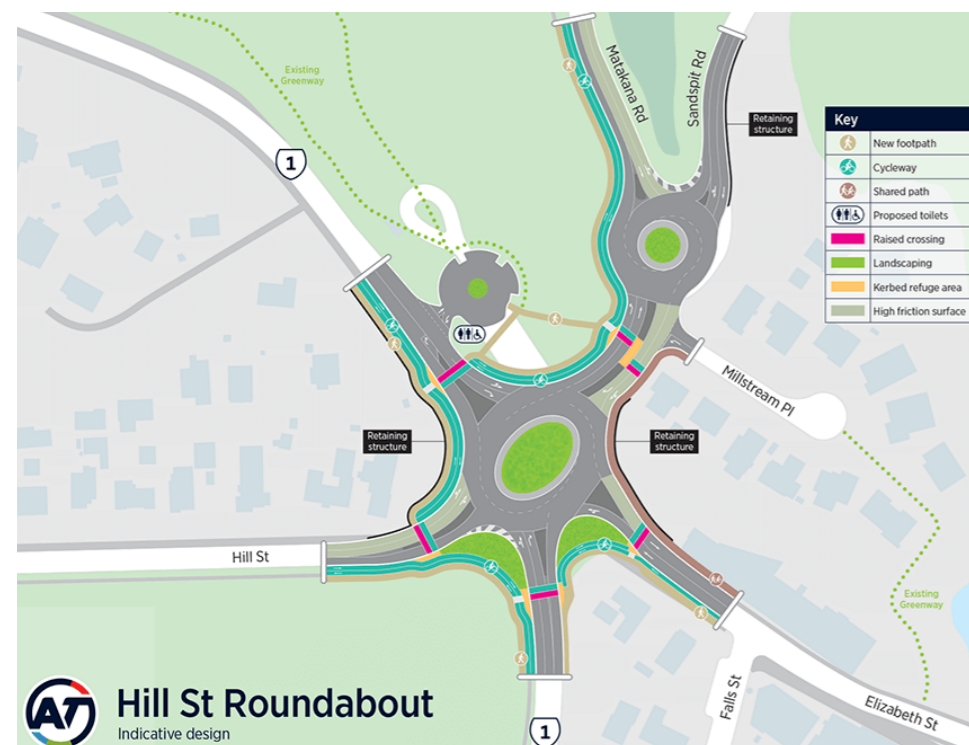
Watercare is responsible for the management and delivery of water, and removal of wastewater. To service the planned subdivision and development areas to the north and west of the town centre, a new North-West pipeline is proposed for wastewater. This may require a pipe bridge across the river between Brown Road to Mill Lane as shown in the map above. From there several alignments through the town to the Lucy Moore Memorial Park Wastewater Pump Station have been considered by Watercare, as illustrated in the diagram above. The impact on the town centre varies between the options due to the depth of the pipe. In all options there will be some construction impact on streets within the town and opportunities to consider replacement works. Additional options are now also being considered.

## Waka Kotahi / New Zealand Transport Agency (NZTA)

The Supporting Growth programme is an Auckland wide joint venture between Waka Kotahi/NZTA, Auckland Transport and Auckland Council that is focused on the provision of new transport infrastructure to support future growth and development in the greater Auckland area. Transport aspirations for Warkworth include ensuring residents have transport choices with good walking and cycling facilities and frequent, reliable public transport. This is in addition to creating Te Ara Tuhono (the new motorway north), the Northern Public Transport Interchange and Te Honohono ki Tai (Matakana Link Road). The map opposite illustrates these and other key initiatives that are planned over time. However, the majority of these additional projects won't be funded until required by the long-term timeframes for rezoning of land by Auckland Council to enable urbanisation.

## Auckland Transport

The new motorway opening will enable improvements to the Hill Street Intersection to help the flow of traffic, along with safer walking and cycling routes through the intersection and along the old highway. See below for the latest plan. However, the timeframes

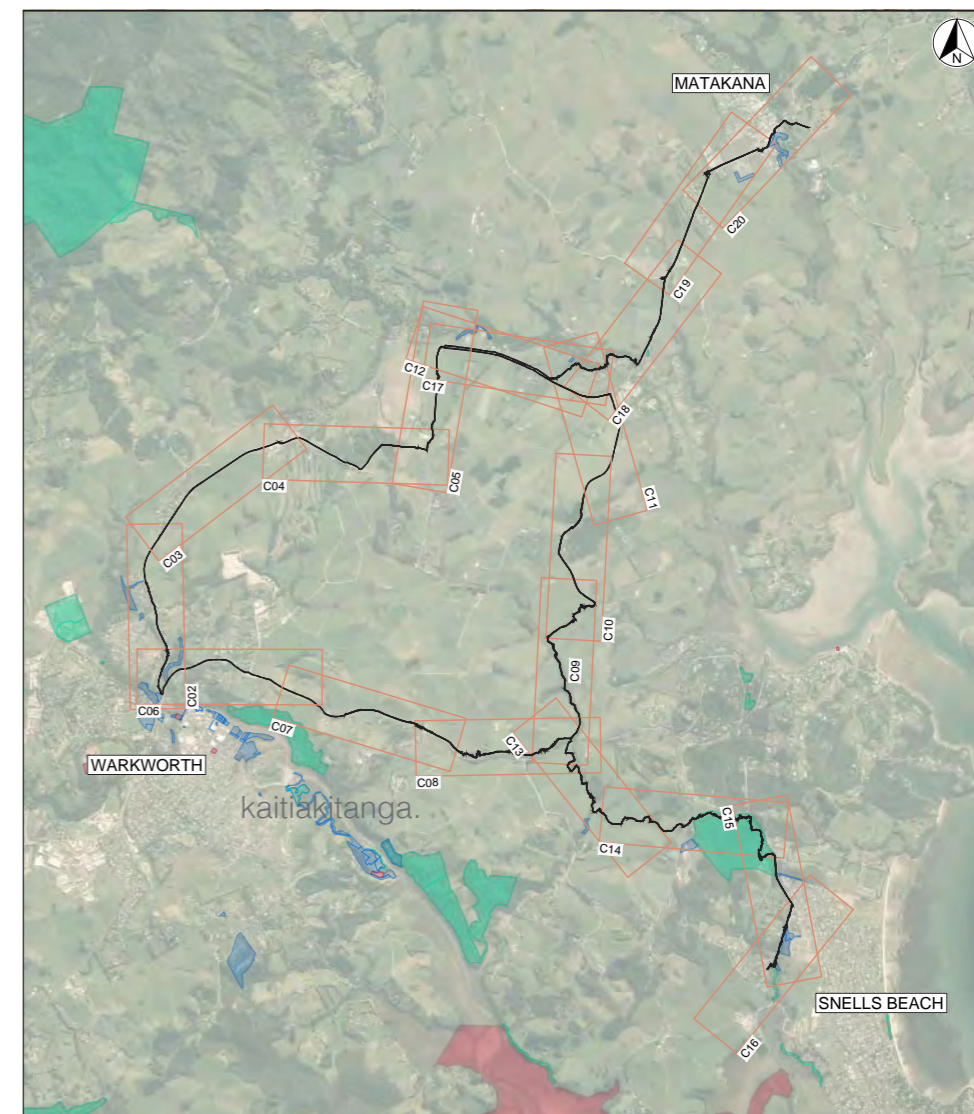


Source: Auckland Transport  
Proposed Hill Street intersection upgrade

and funding for the changes to the intersection and design of the old highway to provide for safe walking and cycling, have yet to be confirmed.



Source: Supporting Growth Programme. Waka Kotahi



Source: Matakana Cycle Trail Trust  
Warkworth to Matakana planned cycle trail route.

## The Puhoi to Pakiri Cycle Trail

The cycle trail forms part of the *Rodney Greenways - Paths and Trails Plan, Puhoi to Pakiri* May 2017. As sections of the roading network are being upgraded to support future urban growth with safe cycling options, pieces of the future trail are being formed. Worldwide the interest in cycling for recreation and tourism is growing alongside the increased use of cycling as an important transport option. The Matakana Coast Trail Trust is a committed advocate for the extension of the existing Matakana Cycle trail through to Warkworth and Snells Beach.



Photo Source: [www.nzherald.co.nz](http://www.nzherald.co.nz) - Pūtahi Park water feature, Whangārei



ACTIONS TO ACHIEVE THE  
VISION



# MAHURANGI RIVER

## RIVER INTERFACE

The River interface can be divided into three areas.

Area A - West - Upstream from town centre

Area B - Central - Core of town centre

Area C - East - Downstream from the town centre

The actions in this section of the plan focus on river restoration, more opportunities to interact with the river, and celebration of heritage areas including;

- Water quality, stormwater management and flood risks.
- Respect for mana whenua sites of significance
- Weed removal and restoration planting along all parts of the river that interact with the town
- New trails, seating and planting in multiple locations
- Opportunities to celebrate the river and learn more about its Māori and European histories and role in the evolution of the town.

## EXISTING CHARACTER

The Mahurangi River is the reason why the Puhinui Warkworth area was first settled by Māori, and later became a town. The river is a valued feature but feels disconnected from the centre of the town, due to its historic form and the topography of the area. Views of the river are often hidden from the key streets by buildings, dense planting or lots of weeds. The exception being from the Elizabeth Street bridge, and some parts of Lucy Moore Park.

Over the years, there has been lots of positive investment in the river front, including pathways, seating, a playground and the wharf where the Jane Gifford is moored. Te Puawai Kōwhai is the newest space. Located between the Masonic Hall and Library it extends around to the riverfront to create terraces for sitting. It is an important space to Ngāti Manuhiri who had a lot of input into its design. Shade sails are used in summer to support its use.

Wharf Street provides important access to the river, and is part of an extensive area identified as a flood plain, that extends up to Queen Street. Lots of formal and informal seating is provided next to the wharf, as well as lots of car parking. However, the lack of a continuous, wide and safe pedestrian access to the riverfront from Queen Street, and any commercial or retail activity fronting the river, results in poor integration between the town and river.

## OPPORTUNITIES

Improving the quality of the water in the river, to restore its Mauri (life force) so that it is once again able to provide food and natural resources will take time. However, working together with the objective of getting to the point that people can swim in the river, is a worthwhile objective. Alongside this there are many opportunities to celebrate the Mahurangi River in and around the town, whilst also ensuring resiliency to flood risks and climate change.

This includes:

- Reviewing the management of stormwater throughout the Mahurangi river catchment, both upstream and within the town centre, to take account of water quality and likely flood risks.
- Development of a new town centre flood and stormwater management strategy based on a natural systems approach, to assist with informing design and investment decisions on the redesign of key streets, and sites within flood risk areas. This can include designing for some areas to flood, to protect other areas.
- Encouraging private landowners and Auckland Transport, as well as improved parks and reserves management to undertake more weed removal and restoration planting to support a healthier river system and management of stormwater.
- Creating walks and trails alongside the river that are attractive visitor and tourist destinations, including creating a riverside trail that extends from the Cement Works to Warkworth town and the Showgrounds.
- Creating more visual connection and celebration of the river where it connects with the public streets and main entries to the town.
- Encouraging the redevelopment of Wharf Street including the creation of a raised walkway to encourage the commercial properties on Queen Street to have an additional frontage out to the river (refer pages 57 - 58), the creation of a community plaza by the existing library (refer page 59) and greater use of Lucy Moore Park (refer pages 60 - 61).



Photo Source: Motu Design

OVERARCHING OBJECTIVES



- Improving the water quality and health of the Mahurangi River.
- Celebrating the river and creating more opportunities for enjoying it.
- Environmental improvement programs, including planting, and river and bush pest control programs.
- Connecting and enhancing the riverside walking and cycling facilities for people of all ages and abilities.
- Acknowledging the mana of Ngāti Manuhiri, and their cultural and ancestral relationships with the river.
- Historic trails, story telling, and cultural event programming to explore, learn and celebrate Māori and European histories in relation to the river.



Photo Sources Left to Right: [www.mahurangi.org.nz](http://www.mahurangi.org.nz) - Pupils from Snells Beach School with Trees for Survival coordinator Eve Clarke, Motu Design - Waka Ama. Sport New Zealand Te Pua Kowhai, [www.tripadvisor.com](http://www.tripadvisor.com) - Kingston upon Thames in England, <http://www.mrrt.co.nz> - Boats on the Mahurangi River, [www.localmatters.co.nz](http://www.localmatters.co.nz) - Artwork to light up Mahurangi River, Auckland Council Heritage Report, Auckland Council - Kōwhai terraces

AREA A - UPSTREAM FROM THE TOWN

EXISTING:



State Highway 1 gives no indication of crossing the Mahurangi River or how to access the existing walkways within the bush alongside the river.



The historical and cultural value of the river, and its contribution to the identity of the community is not evident.

The quality of the river edges is highly variable, with pockets of weeds as well as recently replanted areas and native trees that are cared for by the community.

AREA B - CORE OF TOWN CENTRE

EXISTING:



On Wharf Street the space is predominantly used for car parking. Behind the shops the space is used for servicing and additional car parking. Sea level rises and the impacts this and potential storm events will have in the short, medium and long term also limits redevelopment options.



Queen Street and the existing Warkworth Library are also located within a flood risk part of the town.

AREA - DOWNSTREAM FROM THE TOWN

EXISTING:



Access through Lucy Moore Park is limited to able-bodied people due to the steepness of the route. This limits access and use of this riverside park

One private garden currently blocks the public walkway connection which would enable the extension of the riverside walking and cycling trail.

OPPORTUNITIES:



- Cultural markers as you cross the Mahurangi River including the potential for Ngāti Manuhiri pou wheuna.
- Environmental clean ups and planting projects, supporting community groups and extending to private land.
- New areas of planting and specimen trees.
- The treatment of stormwater runoff from roads to improve river water quality.
- Utilising the planned Watercare pipe for a walking and cycling bridge.

Photo Source: New Zealand Story - Pou Tū Te Rangi at Britomart, by Chris Bailey. Included in the New Zealand Infrastructure Strategy.

OPPORTUNITIES:



Photo Source: www.tripadvisor.co.nz - Kayaking Puhoi River

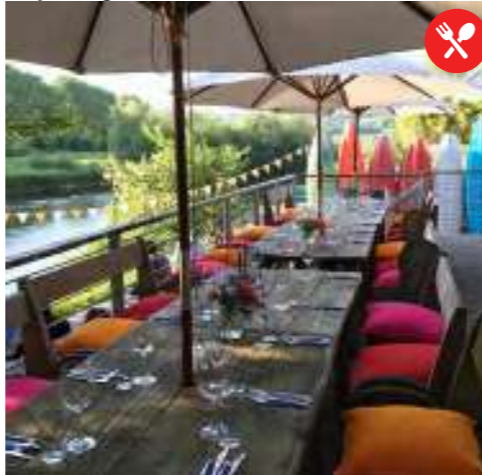


Photo Source: www.spokesman.com - Riverside restaurant

- A new elevated public space deck and walkway, with seating and hospitality business opportunities looking out to the river.
- Activation of the river with kayak and paddle boat hire and a light show at night.
- Redesign of Kapanui and Wharf Streets to become one way to provide pedestrian footpaths and space for other amenities.
- Refer to the Riverfront section of the Town Centre Plan (pages 56 - 58) for more details on these opportunities.
- To consider a new Warkworth Library to be located outside of the flood risk area.

OPPORTUNITIES:



Photo Source: www.localmatters.co.nz - Carols in Park to spread Christmas cheer



Photo Source: www.weekendsherpa.com - Shared Path

- To have a continuous shared path from the centre of town to the Cement Works, via a series of waterfront parks and routes.
- Greater use of Lucy Moore Park with additional paths, seating, and shaded picnic areas and events.
- Refer to the Riverfront section of the Town Centre Plan (pages 60 - 61) for more details on these opportunities.



0 50 100 150  
 Scale @ A3  
 = 1:5,000

This map illustrates the location of the river's small tributary streams and the overland flow path of water in rain events. It also shows areas most at risk of flooding.

The icons illustrate opportunities for actions to enhance areas alongside the river, including more activities.

- |  |                               |  |                             |  |  |  |                                     |
|--|-------------------------------|--|-----------------------------|--|--|--|-------------------------------------|
|  | Water feature/ splash pad     |  | Laneway access and walkways |  | Sponge city concept to help manage future flood risk |  | Watercare potential pipe location   |
|  | Kayak hire and tours          |  | Key sites                   |  | Community fruit trees                                |  | Watercare options for pipe location |
|  | Emergency vehicle access      |  | Stairs                      |  | Mana whenua - Mana Awa - focus area                  |  | Overland flow paths                 |
|  | River industry heritage trail |  | Accessibility upgrades      |  | Heritage sites                                       |  | Area of potential future flood risk |
|  | Walking trail                 |  | Bio diversity focus areas   |  | Lights/ Light show                                   |  |                                     |
|  | Universally accessible paths  |  | Water quality               |  | Outdoor dining                                       |  |                                     |
|  | Nature trail                  |  | Regenerative planting       |  | Raised decking public space                          |  |                                     |
|  |                               |  |                             |  | One-way Wharf Street                                 |  |                                     |

| Action Number                         | Action Title  | Action Explanation   | Community Outcomes Achieved |        |              |           |                  |                      | Other Outcomes Achieved - Auckland Council and CCO policy and programmes | Implementation                   |                      |                     |          |
|---------------------------------------|---|--|-----------------------------|--------|--------------|-----------|------------------|----------------------|--|----------------------------------|----------------------|---------------------|----------|
|                                       |   |  | Awa Mahurangi               | Access | Public Space | Nightlife | Circular Economy | Community Facilities |  | Kaitiaki                         | Potential Quick wins | Investigate further | Underway |
| <b>NEW AND IMPROVED PUBLIC SPACES</b> |   |  |                             |        |              |           |                  |                      |  |                                  |                      |                     |          |
| 1.1                                   | Wharf Street Redevelopment Area.                            | Transforming the steep area, that is located within the Wharf Street road reserve into a raised deck, public walkway and seating area at the same level as the Queen Street retail properties. There is the potential for some parts of the decked area to be leased for commercial use. Beneath the deck would be low investment facilities (due to flood risk) such as toilets/ changing rooms, ice cream stalls, bike hire. | ✓                           | ✓      | ✓            | ✓         | ✓                | ✓                    | ✓  | Thriving Town Centres            |                      | ✓                   |          |
| 1.2                                   | Key Sites 10-26 Queen Street                                | Work with existing landowners to encourage redevelopment of key sites to orientate towards the Awa Mahurangi, introduce new commercial activities and use of existing laneways. This could be undertaken in a staged manner along with the development of the Wharf Street deck.   | ✓                           | ✓      | ✓            | ✓         | ✓                |                      |  | Thriving Town Centres            | ✓                    | ✓                   |          |
| 1.3                                   | Redesign of Wharf Street                                    | Redesigning Wharf Street to create a high quality pedestrian environment for ease of access to the river from Queen Street by making it a one way street to retain car parking and making space for other river orientated activities and events as per Action 1.1. It could also be undertaken in a staged manner, using temporary place making tactics.  | ✓                           | ✓      |              | ✓         | ✓                | ✓                    | ✓  | Thriving Town Centres            | ✓                    | ✓                   |          |
| 1.4                                   | Community Plaza   | A centrally located plaza with visual and physical connections to the Awa Mahurangi. Located next to the library and playground it would replace existing car parking forming a key point of interaction in what will become a series of river front spaces. It could be undertaken in a staged manner, using temporary place making tactics. The adjoining property would be encouraged to open out to the plaza.             | ✓                           | ✓      | ✓            | ✓         |                  | ✓                    | ✓  | Thriving Town Centres            | ✓                    | ✓                   |          |
| <b>HERITAGE AND CULTURE</b>           |   |  |                             |        |              |           |                  |                      |  |                                  |                      |                     |          |
| 1.5                                   | Mana Mahurangi  | Cultural markers, artwork and native planting to highlight the crossing of the Awa Mahurangi along the existing State Highway 1, Elizabeth Street and other existing or proposed bridges.  | ✓                           | ✓      | ✓            |           |                  |                      | ✓  | Treaty Partnerships              | ✓                    |                     |          |
| 1.6                                   | River Side Historical Trail                                 | Extend the existing river side trail over foot bridges to create a historical trail on the north side of the river where there are multiple sites of cultural and industrial heritage.   | ✓                           | ✓      | ✓            |           |                  |                      |  | Heritage                         |                      | ✓                   |          |
| 1.7                                   | Jane Gifford  | Ticket Kiosk and location for heritage display on Jane Gifford and early Warkworth. There is the potential to start with a temporary building. The Kiosk could also support other activities and overtime have a permanent location in the redevelopment of Wharf Street.  | ✓                           |        | ✓            |           | ✓                |                      |  | Heritage                         | ✓                    | ✓                   |          |
| <b>WALKWAYS AND CYCLEWAYS</b>         |   |  |                             |        |              |           |                  |                      |  |                                  |                      |                     |          |
| 1.8                                   | Trail Connection to enable a Continuous Riverside Trail     | This small connection will help connect the historic cement works with the town centre and create a continuous riverside trail from the cement works through to the Showgrounds.   | ✓                           | ✓      |              |           | ✓                | ✓                    |  | Greenways Plan                   | ✓                    | ✓                   |          |
| 1.9                                   | Pedestrian and Cycle Pipe Bridge crossing the Awa Mahurangi | Pedestrian and cycle access bridge over the Awa Mahurangi developed in conjunction with planned Watercare pipe bridge with Ngāti Manuhiri being provided with the opportunity to express cultural values in its design. This will support a more direct access to Shoemith Reserve from the town centre.   |                             | ✓      |              |           | ✓                | ✓                    | ✓  | Infrastructure to support growth | ✓                    | ✓                   |          |

| Action Number  | Action Title                                       | Action Explanation   | Community Outcomes Achieved |        |              |           |                  |                      | Other Outcomes Achieved - Auckland Council and CCO policy and programmes | Implementation             |                      |                     |          |
|--|--|--|-----------------------------|--------|--------------|-----------|------------------|----------------------|--|----------------------------|----------------------|---------------------|----------|
|  |  |  | Awa Mahurangi               | Access | Public Space | Nightlife | Circular Economy | Community Facilities |  | Kaitiaki                   | Potential Quick wins | Investigate further | Underway |
| <b>RIVER CATCHMENT AND STORM WATER MANAGEMENT PLAN</b> |  |  |                             |        |              |           |                  |                      |  |                            |                      |                     |          |
| 1.10   | Flood Management Plan                              | Develop a town centre Flood Management/Climate Change resiliency plan to assist with the integration of international best practice of stormwater management. This includes designing to enable some areas to flood, and managing the activities within those areas, as well as the integration of green infrastructure (trees, planting, swales etc) throughout the local catchment to reduce and slow water run off. It can also be used to provide guidance on public and private investment and risk management. | ✓                           | ✓      | ✓            |           | ✓                | ✓                    | ✓  | Auckland Climate Plan      |                      | ✓                   |          |
| 1.11   | Regenerative Planting                              | Weeding and regenerative planting to restore health to the river side environment. Supporting work underway by community groups, and initiating new areas of focus, including support for more private landowners to contribute.   | ✓                           | ✓      | ✓            |           | ✓                |                      | ✓  | Auckland Climate Plan      | ✓                    |                     | ✓        |
| 1.12   | Stormwater Catchment Management                    | How stormwater is managed throughout the Awa Mahurangi catchment will have a significant impact on both river water quality and the future flood risk to the town centre. A review of the existing stormwater catchment plan is recommended. This could include the identification of additional stormwater management features or requirements, related to site development or street design in the adjoining residential areas, and throughout the wider Warkworth area.   | ✓                           | ✓      | ✓            |           |                  |                      | ✓  | Auckland Climate Plan      |                      | ✓                   |          |
| 1.13   | Incentive Programme for Water Quality Improvements | Water Quality Improvements can be achieved by multiple small interventions, with a focus on rebuilding healthy natural ecosystems. This includes how water is managed on private sites and treated before it enters the street. There is the potential to establish incentives for landowners to upgrade their treatment of water to improve water quality in the Mahurangi Awa such as design guidance, discounts on plant, products or services.   | ✓                           |        | ✓            |           | ✓                | ✓                    | ✓  | Healthy Waters             | ✓                    | ✓                   |          |
| 1.14   | Water Quality Testing                              | Public water quality testing stations in high profile locations to better understand changes in water quality and to support the goal of being able to safely swim in the river again. And, identification of any environmental indicators that demonstrate improvements in water quality.   | ✓                           |        |              |           |                  |                      | ✓  | Healthy Waters             | ✓                    |                     | ✓        |
| <b>NEW ACTIVITIES</b>                                  |  |  |                             |        |              |           |                  |                      |  |                            |                      |                     |          |
| 1.15   | Waka Landing                                       | The existing boat ramp area repaired/re-developed for ease of use for kayak and waka. This could be one of several kayak/waka landings along the river for varied use by individuals, clubs or hire businesses. There will also need to be places to store the waka close to the landings.   | ✓                           | ✓      | ✓            |           |                  | ✓                    |  | Treaty Partnerships        | ✓                    | ✓                   |          |
| 1.16   | River side Light Show                              | Lights projected onto the trees on the northern side of the river, to be seen from the proposed hospitality spaces, plaza, playground and river side walkway at key times of night that may vary over the year. Choreographed lighting show with music which can be heard at a specific location(s) or with an app on a personal device. Potential to have this connected to a speakers where a device can be "plugged in" and the lights match the beat of the music.   | ✓                           |        | ✓            | ✓         | ✓                | ✓                    |  | Thriving Town Centres      | ✓                    |                     | ✓        |
| 1.17   | Kayaking and Paddle Boats                          | More water activities. This could include kayak hire, paddle boat hire, waka events, tour groups etc. There is the potential for the Wharf Street Redevelopment to support these activities. In the meantime, this could be from a trailer or container located on Wharf Street.   | ✓                           |        | ✓            |           | ✓                | ✓                    | ✓  | Recreational Opportunities | ✓                    |                     |          |



# NEVILLE, ELIZABETH & QUEEN

## NEVILLE, ELIZABETH & QUEEN

This section focuses primarily on three areas.

- Neville Street
- Elizabeth Street, and
- Queen Street

It includes planned or improved pedestrian and cycle access to the centre of town from:

- Mahurangi College
- Shoemsmith Reserve
- Kowhai Park and Showground
- Lucy Moore Park (and the Cement Works), and
- Connecting to the Matakana Cycle Trail.

Within the town, Mill Lane, Baxter Street and Percy Street also all have important transport roles to play to ensure the servicing of the town centre.



## EXISTING CHARACTER CONTEXT

Elizabeth Street and Whitaker Road / Neville Street form the main entries to the town centre but are dominated by the emphasis on the existing State Highway 1 at the intersections. The Hill Street intersection being particularly congested at times. Most trips into the town centre are currently made via cars with many people traveling from outside of Warkworth to access the services the town provides, or as part of touring the Twin Coast Discovery Highway.

Warkworth is served by bus routes that connect it to Wellsford, Algies Bay and Omaha, as well to the Hibiscus Coast Station en-route to central Auckland, however these are not frequent. Within the town centre, the main bus stop is on Baxter Street outside the Library. The buses loop through the town. On average, they go every hour. There are no additional routes servicing the suburban residential streets.

The over-reliance on ad hoc car parking and ease of traffic flow has led to many car parks in locations that prevent safe walking and limits options for the less able to get around the town centre. Queen, Elizabeth and Neville Street are all designed to enable traffic speeds that adversely impact on pedestrian safety and this impacts on the appeal of the town as a retail and recreation destination, where people should enjoy walking. Safe cycling is also not currently provided for, although the Warkworth Structure Plan (2019) does anticipate new cycle routes into the town centre, including along Neville Street, and the existing State Highway 1.



Source: Motu Design - Pedestrians give way to cars crossing on Queen Street.

## OPPORTUNITIES

- More pedestrian crossings, and tighter intersections with speed calming design features, to create a safer and more pleasant walking environment.
- Improvements to Whitaker Road and Hill Street intersections, that form the entry to the town to ensure safe routes for walking and cycling. Including, opportunities to improve signage, create pleasant and safe pedestrian crossings, and celebrate the river through landscaping and streetscape improvements.
- Dedicated cycleways along Neville Street and Elizabeth Street, with cycle parking and facilities to support ease of safe cycle access into the town. In particular, for youth and families.
- Relocation and/or reconfiguration of car parking in key riverfront areas and where pedestrian safety needs to be prioritized
- Reviewing the distribution of parking times limits to support a more efficient use of existing car parks.
- Supporting improvements in bus services and facilities, including the ability to park cycles and then take a bus, and investigating options for comfortable and safe, all weather bus waiting areas.



Source: Motu Design - A new pedestrian crossing.

OVERARCHING OBJECTIVES



- Safe, interesting and vibrant streets for people to enjoy walking along to visit shops, find places to hang out, and access activities.
- Multi-modal transport options for multi-generational use, that connect the town centre with regional routes. Including local shuttle and night buses.
- Secure bike parking and electric bike charging stations
- Priority car parking for disabled/ pregnant/ parents with young children.
- A long term car parking strategy to support changes in street design and including the potential for new public use car park.



Photo Sources Left to Right: [www.explorar.co.uk](http://www.explorar.co.uk) - Phone app guided tours that bring your venue to life, [www.greaterauckland.org.nz](http://www.greaterauckland.org.nz) - Drews Ave Innovating Streets road art and parklets in Whanganui, [www.istockphoto.com](http://www.istockphoto.com)- Bike fixing station, [www.ufl.co.nz](http://www.ufl.co.nz) - Manukau Bus station, [canterburystories.nz](http://canterburystories.nz) - Riverside Market, Durham Street South , [www.nzta.govt.nz](http://www.nzta.govt.nz)- Separated cycleways

EXISTING: ELIZABETH STREET



- Lack of opportunities to safely cross the street
- The street design doesn't respond to the character and heritage values of the location, including the river.
- No provision for safe cycling



EXISTING: QUEEN STREET



- People walking have to give way to cars, but cars are also traveling at variable speeds and this creates an increased risk to them.
- No provision for universal safe pedestrian access down Wharf Street to the riverfront.



EXISTING: NEVILLE STREET



- Cars travel at variable speeds and this creates an increased risk to people crossing the road, and unsafe cycling.
- The Countdown Supermarket is a key destination and the Town Hall a valued community use building.



OPPORTUNITIES:



- Slower traffic speed treatments, designed to also enhance the arrival into town
- Pedestrian crossings and better connections to river
- Cycle services to connect with the planned extensions to the Matakana Cycle Trail.

Photo Source: [www.dreamstime.com](http://www.dreamstime.com) - E bike charging station



- Way finding signage
- Additional seating
- Retention of heritage buildings and mature trees

Photo Source: [www.behance.net](http://www.behance.net) - Auckland Where are you signage.

OPPORTUNITIES:



- A continuous, safe and accessible footpath from Queen Street to the Riverfront
- Universally accessible pedestrian crossings, so slower / more vulnerable people are able to more safely cross the street in convenient locations

Photo Source: [www.mentalfloss.com](http://www.mentalfloss.com) - Tactile Paving for Visually Impaired



- Change in material or colours used in vehicle carriageways to encourage slower vehicle speeds and a higher quality retail shopping environment.

Photo Source: [www.restaurantandcafe.co.nz](http://www.restaurantandcafe.co.nz) - Takapuna

OPPORTUNITIES:

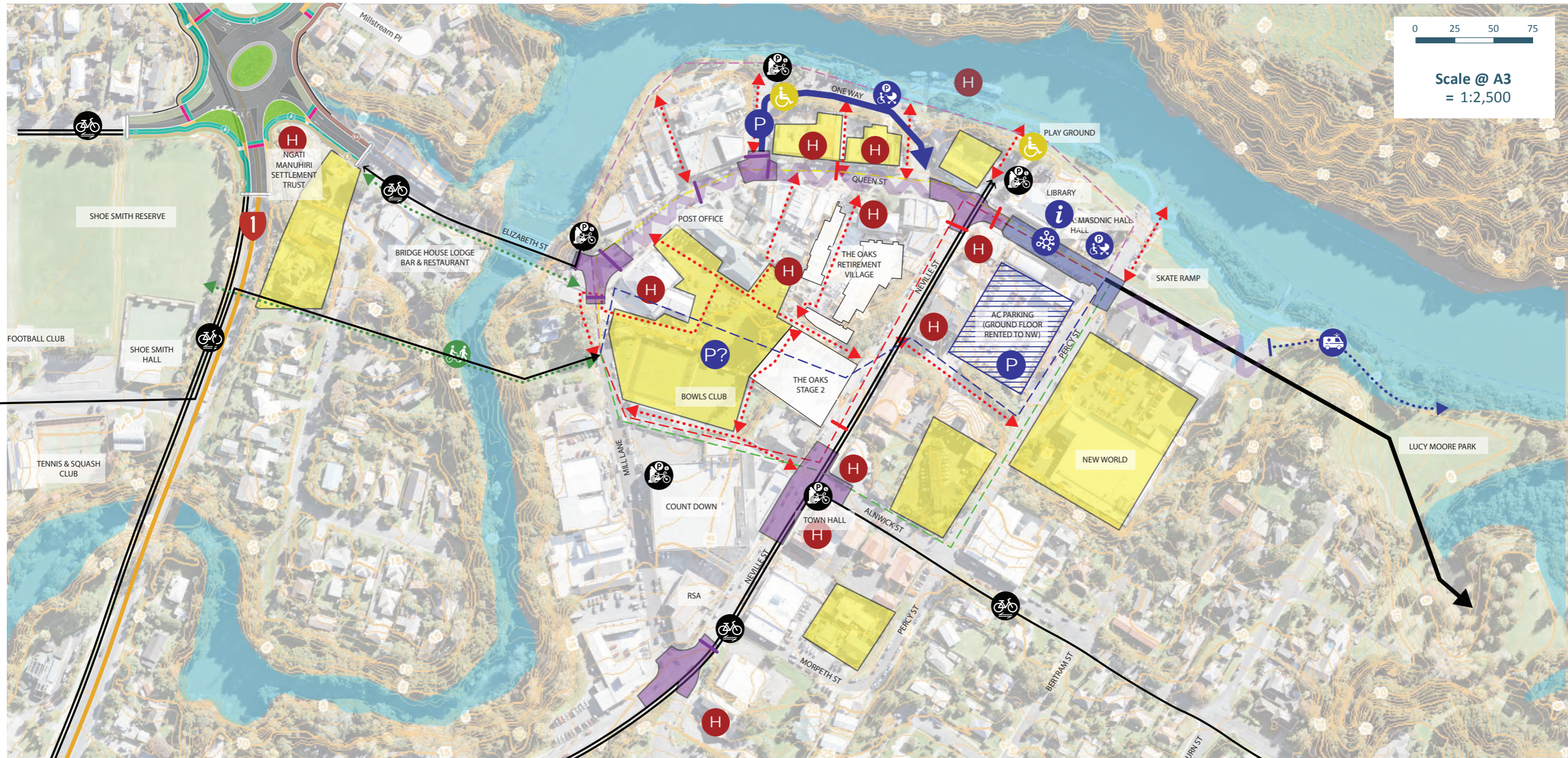


- A continuous, safe cycling lane from Mahurangi College to the Riverfront, along Whitaker Road and Neville Street.
- Provision of innovative cycle parking and other facilities in key locations
- People are protected from cyclists and scooters by providing universally accessible pedestrian crossings, so slower, more vulnerable people are able to safely cross in convenient locations.

Photo Source: <http://www.bikearc.com> - Curved covered bike storage
























Photo Source: [www.twitter.com](http://www.twitter.com) - Separate cycle ways to improve safety

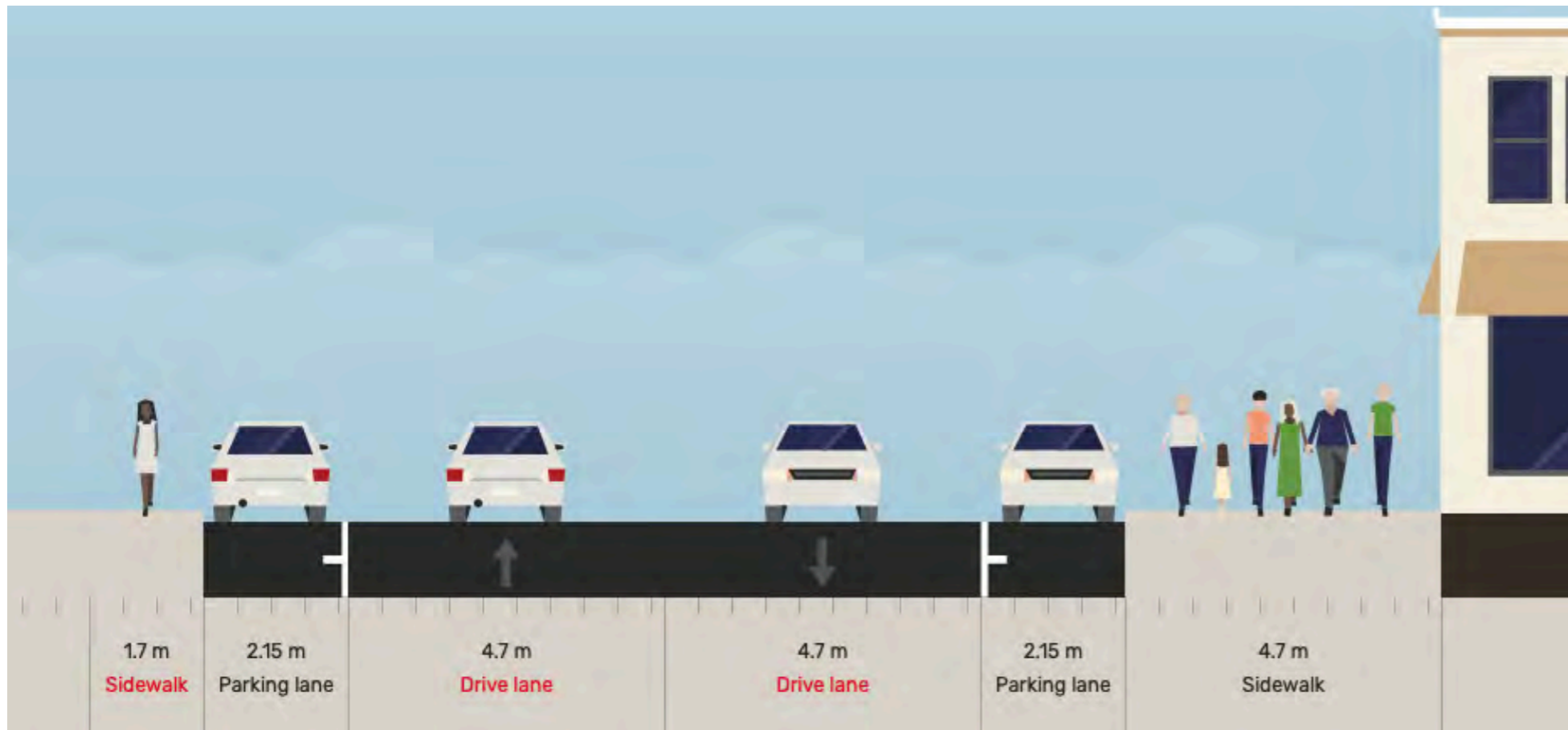


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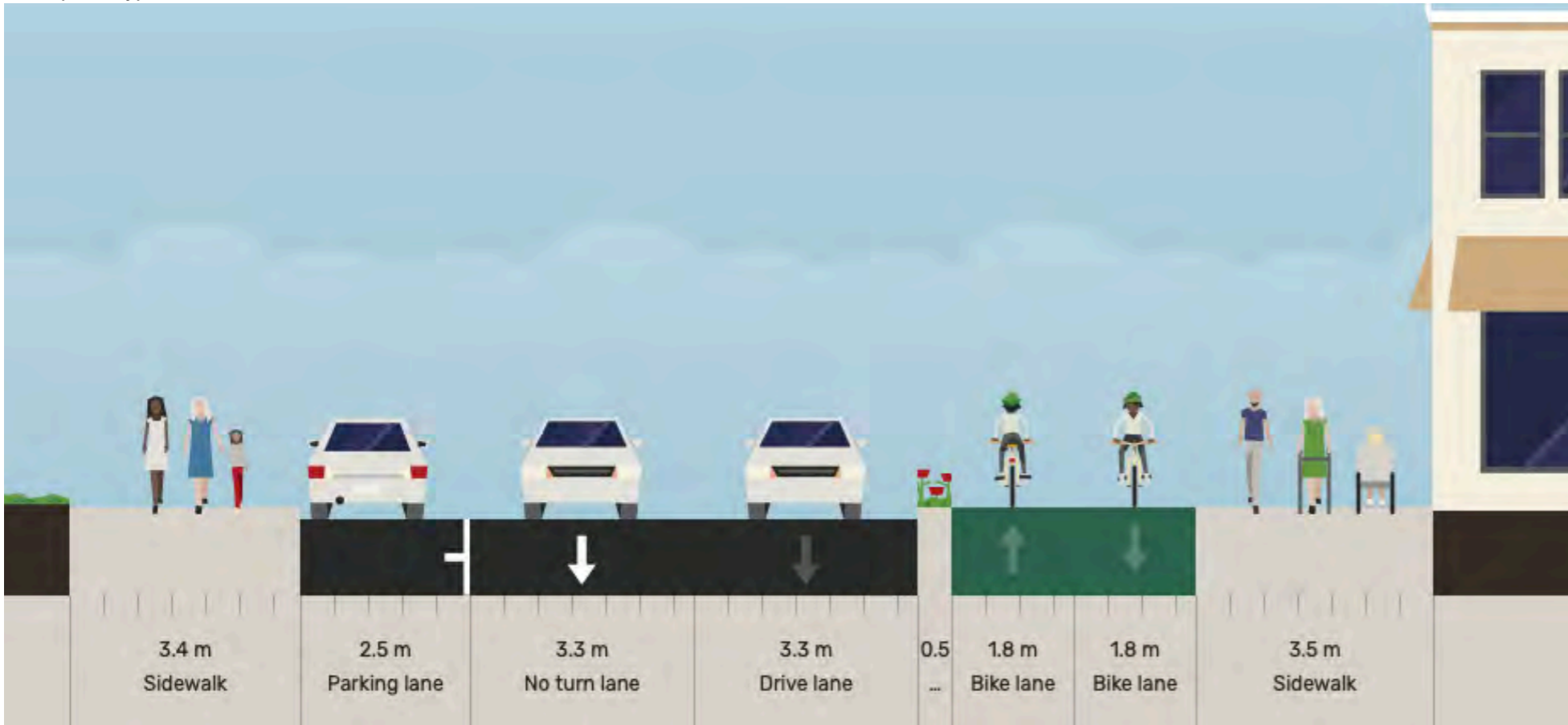
This map illustrates the location of some key transport actions to be considered. They include changes to the design of intersections to slow traffic speeds, new cycle routes and some opportunities for changes in how car parking is provided.

-  Potential new public car park
-  Public car park
-  Priority car parking
-  Transport hub
-  Information centre
-  One-way Wharf Street
-  Emergency vehicle access
-  Designated bicycle path
-  Bicycle rental
-  Bicycle parking and charging stations
-  Universally accessible paths
-  Trail paths
-  Key sites
-  Accessibility upgrades
-  Existing Pedestrian Crossings
-  Existing locations of paved features. Changed to pedestrian crossings
-  Laneway access and walkways
-  Pedestrian environment improvements
-  Changes to intersection design
-  Watercare pipe location
-  Watercare options for pipe location

| Action Number  | Action Title                                  | Action Explanation   | Community Outcomes Achieved |        |              |           |                  |                      | Other Outcomes Achieved - Auckland Council and CCO policy and programmes | Potential Quick wins                        | Investigate further | Underway |          |
|--|---|--|-----------------------------|--------|--------------|-----------|------------------|----------------------|--|---|---------------------|----------|----------|
|  |   |  | Awa Mahurangi               | Access | Public Space | Nightlife | Circular Economy | Community Facilities |  |   |                     |          | Kaitiaki |
| <b>EASE OF ACCESS INTO THE TOWN CENTRE BY ALL MODES OF TRANSPORT</b> |   |  |                             |        |              |           |                  |                      |  |   |                     |          |          |
| 2.1  | Hill Street Roundabout Upgrade                | Changes to the design of the Hill Street intersection with Browns Road (State Highway 1) and Elizabeth Street, to assist with improvements in traffic flow, and support safer walking and cycling. It is also important that the design creates a welcoming entry to the town and Mahurangi River with quality landscaping signage or artwork.   | ✓                           | ✓      | ✓            |           |                  |                      | ✓  | Infrastructure to support growth            |                     | ✓        | ✓        |
| 2.2  | Entry to Neville Street from Brown Road / SH1 | Improvements to the design of this intersection and to ensure ease of safe cycling into town in addition to new landscaping and signage or artwork to enhance its legibility as a gateway to the town centre.  |                             | ✓      | ✓            |           |                  |                      |  | Thriving Town Centres                       | ✓                   | ✓        |          |
| 2.3  | Bus Services                                  | Support a greater range of bus services, and mini bus connections into and through the centre, throughout the day, to support workers, shoppers, and recreational activities, including night time activities.   |                             | ✓      |              | ✓         |                  |                      | ✓  | Sustainable Transport                       | ✓                   | ✓        |          |
| 2.4  | Baxter Street Bus Stops                       | Building upon the existing bus stop location on Baxter Street to create a safer and more pleasant waiting area. This is to better support night shuttle buses, tourist coaches, local buses, and commuter routes. Including additional amenities, such as warm and safe seating and secure bicycle parking.  |                             | ✓      | ✓            | ✓         | ✓                | ✓                    | ✓  | Sustainable Transport                       |                     | ✓        |          |
| 2.5  | Matakana Cycle Trail - Hill Street Connection | Ensure the design of the Hill and Elizabeth Street intersections enable a seamless transition for cyclists along Sandspit Road as part of the Puhoi to Pakiri Cycle Trail Network. This is to maximise safety for cyclists, raise the visual profile of the cycle trail as a tourist feature, and the profile of Warkworth Town Centre as a recreational destination to visit.   |                             | ✓      |              | ✓         |                  | ✓                    | ✓  | Economic Development, Sustainable Transport | ✓                   |          | ✓        |
| 2.6  | Neville Street Separate cycle way             | Providing a cycle lane (separated from cars and pedestrians) running the length of Neville Street and connecting to the planned cycle paths along Brown Road (State Highway 1). This is to provide a safe, cycle route from Mahurangi College to the river front, existing library and town centre activities. This will provide youth with more independence and peace of mind for parents.                                 |                             | ✓      | ✓            |           |                  | ✓                    | ✓  | Sustainable Transport                       |                     | ✓        |          |
| 2.7  | Alnwick Street cycle way                      | A new safe cycle path running the length of Alnwick Street, that is suitable for people of all ages and abilities. This is to provide a direct route into town from the residential areas to the east of the town centre. These residential areas are likely to intensify over time with terraced housing or apartments and this provides reduced reliance on car travel to access the town services and recreational areas. |                             | ✓      | ✓            |           |                  | ✓                    | ✓  | Sustainable Transport                       |                     | ✓        |          |
| 2.8  | Elizabeth Street separate cycle path          | Continue the separate cycle way from the Hill Street roundabout along Elizabeth Street and across the river. There is the potential to use the old bridge for this route. Improvements to the intersection of Mill Lane and Queen Street would also be required to support pedestrian and cycle safety, bicycle parking and a safe transition into Queen Street.   |                             | ✓      | ✓            |           |                  | ✓                    | ✓  | Sustainable Transport                       |                     | ✓        |          |



Source: Motu Design  
Example of typical section of Neville Street.



Source: Motu Design  
Example of what is possible along Neville Street.



Photo Source: Bike Auckland - Bridge over Te Auaunga – Waterview



Photo Source: www.jfcltd.co.nz - Hurstmere Road, Takapuna.



Photo Source: www.nacto.org - Raised Table Intersection with feature paving.  
Source: National Association of City Transportation Officials. North America

| Action Number  | Action Title   | Action Explanation  | Community Outcomes Achieved |        |              |           |                  |                      | Other Outcomes Achieved - Auckland Council and CCO policy and programmes | Potential Quick wins                                     | Investigate further | Underway |          |
|--|--|---|-----------------------------|--------|--------------|-----------|------------------|----------------------|--|--|---------------------|----------|----------|
|  |  |   | Awa Mahurangi               | Access | Public Space | Nightlife | Circular Economy | Community Facilities |  |  |                     |          | Kaitiaki |
| 2.9  | Shoemith Shared Pathway                              | A pedestrian/ cycle link integrated into the design of Watercare's proposed pipe bridge to enable an accessible pathway from Shoemith Reserve, along Bank Street, over the Awa Mahurangi to Mill Street. This will improve connectivity from the centre of the town to Shoemith Reserve and beyond. The properties to the north of Bank Street are zoned Business Mixed Use in the Auckland Unitary Plan and have the potential to be redeveloped for commercial activity and/or residential apartments.  | ✓                           | ✓      | ✓            |           | ✓                | ✓                    | ✓  | Sustainable Transport + Infrastructure to support growth | ✓                   | ✓        |          |
| 2.10   | Shoemith Connection                                  | A safe pedestrian connection between Shoemith Reserve and Bank Street over Brown Road (existing State Highway 1). There is the potential for a signalised pedestrian crossing to be introduced. Alternatively the topography in this location would support a pedestrian/ cycle bridge.   |                             | ✓      | ✓            |           | ✓                | ✓                    | ✓  | Sustainable Transport                                    | ✓                   | ✓        |          |
| <b>SUPPORTING CYCLING + OTHER MODES OF MICRO MOBILITY USE - WITHIN THE TOWN CENTRE</b> |  |   |                             |        |              |           |                  |                      |  |  |                     |          |          |
| 2.11   | Dedicated Cycle Lane Connections.                    | Ensure the design of the dedicated cycle lanes along Elizabeth Street, Neville Street and Alwick Street include additional connections to enable safe transitions to the slow speed streets or shared paths for cyclists and pedestrians.   |                             | ✓      | ✓            |           |                  |                      | ✓  | Sustainable Transport                                    |                     |          |          |
| 2.12   | Queen Street   | Ensure slow traffic speeds along Queen Street to enable cyclists to safely share the vehicle lanes with cars between the Mill Lane and Neville Street intersections where dedicated cycle parking hubs would be provided. This is to enable on-street car parking and the prioritisation of pedestrian movement across and along Queen Street. Ensure it is well lit to maximise safety and enjoyment of cycling at night.  |                             | ✓      | ✓            | ✓         | ✓                | ✓                    | ✓  | Thriving Town Centres + Sustainable Transport            | ✓                   | ✓        |          |
| 2.13   | Wharf Street   | Slower traffic speeds will enable cyclists to safely share the vehicle lanes with cars on Wharf Street to access the river front if required. There is also the potential for a new shared path for cyclists and pedestrians from Queen Street to the river side park next to Wharf Street. The Wharf Street redevelopment area is where a range of cycle facilities can be provided. Including charging and hire of cycles and scooters for visitor use to explore the river side paths. Ensure it is well lit to maximise safety of use at night. | ✓                           | ✓      | ✓            | ✓         | ✓                |                      | ✓  | Thriving Town Centres                                    |                     | ✓        |          |
| 2.14   | Cycle Parking  | Providing a range of convenient bike parking facilities will encourage bicycle and scooter use. These should be located along the proposed cycle lanes, at either end of Queen Street, and at key destinations, such as the river front, supermarkets, and Lucy Moore Park.   |                             | ✓      |              |           | ✓                | ✓                    | ✓  | Sustainable Transport                                    |                     | ✓        |          |
| 2.15   | Community Plaza Bicycle Parking and Charging Station | The proposed Community Plaza is an ideal location for a secure bicycle parking and charging station in a well overlooked, covered location. This is because it will be next to the existing library, play ground and public transport bus hub, in addition to the recreational waterfront shared paths and the proposed Neville Street cycle lane.  | ✓                           | ✓      | ✓            |           |                  | ✓                    | ✓  | Sustainable Transport                                    | ✓                   | ✓        |          |

| Action Number   | Action Title  | Action Explanation  | Community Outcomes Achieved |        |              |           |                  |                      | Other Outcomes Achieved - Auckland Council and CCO policy and programmes | Potential Quick wins                        | Investigate further | Underway |          |
|---|---|---|-----------------------------|--------|--------------|-----------|------------------|----------------------|--|---|---------------------|----------|----------|
|   |   |   | Awa Mahurangi               | Access | Public Space | Nightlife | Circular Economy | Community Facilities |  |   |                     |          | Kaitiaki |
| <b>IMPROVED PEDESTRIAN SAFETY AND UNIVERSAL ACCESS WITHIN THE TOWN CENTRE</b> |   |   |                             |        |              |           |                  |                      |  |   |                     |          |          |
| 2.16  | Elizabeth Street Town Entrance  | Enhancing the Elizabeth Street town entrance, including pedestrian safety improvements for universal access, and safe cycle lane connections, in conjunction with Hill Street intersection upgrades. This could extend to include road or footpath surface treatment and a reduction in vehicle lane widths, to encourage slower speeds and increase the civic importance of the location to Ngāti Manuhiri and the Rodney Local Board. Night time lighting should also be reviewed to ensure it is optimal for pedestrian amenity at night and to encourage people passing through the Hill Street intersection, to enter the town for food and entertainment.   |                             | ✓      | ✓            | ✓         | ✓                | ✓                    | ✓  | Thriving Town Centres                       | ✓                   | ✓        |          |
| 2.17  | Queen Street slow speed treatment and safer pedestrian crossing areas | Queen Street is the town's main retail street. Changes to the design of Queen Street are recommended to better support business activity by creating a safer and more pleasant area for walking around. This includes changes to encourage slower traffic speeds to make it easier and safer to cross the street for people of all ages and abilities. At a minimum, this should include more pedestrian prioritised crossings and traffic calming features that align with existing laneways, and routes that lead to the river. Upgrades could be implemented along with the Watercare pipe Queen Street option or as part of a later stage of work. Traffic calming features would also be built into the intersection improvements and could include changes in road surface material. Additional feature lighting could be used to ensure its an attractive place to walk around at night. | ✓                           | ✓      | ✓            | ✓         | ✓                | ✓                    | ✓  | Thriving Town Centres                       | ✓                   |          |          |
| 2.18  | Queen Street - Further Upgrades                                       | Other changes to Queen Street to be investigated could include more planted areas to assist with stormwater management and flood mitigation. In the future, further changes in car parking, or the creation of a shared space street design, or a one way vehicle route with a dedicated cycle path, like at Hurstmere Road in Takapuna, could be considered. However, this is most likely best implemented if/when the centre is less dependent on cars for access to and through the town and once the proposed redevelopment of Wharf Street has been completed.   | ✓                           | ✓      | ✓            | ✓         |                  |                      | ✓  | Thriving Town Centres + Climate Action Plan |                     | ✓        |          |
| 2.19  | Neville, Queen and Baxter Street intersection                         | Undertake a redesign of this intersection to improve pedestrian safety and create a more people friendly connection between existing retail activities, the playground, proposed community plaza, library and the bus hub. Including ensuring safe cycle access from Neville Street to Lucy Moore Park and the proposed centralised bicycle parking hub.  |                             | ✓      | ✓            |           |                  | ✓                    | ✓  | Thriving Town Centres                       |                     | ✓        |          |
| 2.20  | Baxter Street - Lucy Moore Park                                       | A redesign of Baxter Street could assist with improving the quality of this transport hub and improving stormwater management to help with flood risk mitigation and the treatment of water before it enters the river. A slow speed treatment to Baxter Street would also help to support safe crossing for pedestrians and an improved entry to Lucy Moore park whilst still providing car parking. High quality lighting for safety of night time use is also important. Baxter Street will be impacted by the Watercare pipe works and this may provide an opportunity to implement some of these outcomes.   |                             | ✓      | ✓            | ✓         |                  | ✓                    | ✓  | Thriving Town Centres + Climate Action Plan |                     | ✓        |          |
| 2.21  | Wharf Street Redesign   | Redesigning Wharf Street to create a high quality pedestrian environment with a one way traffic system to retain car parking whilst freeing up space for other activities. Investigating relocating some car parking spaces to Kapanui Street as part of the wider town centre car parking strategy. This will support other Awa Mahurangi Actions focused on more opportunities to enjoy the river front.  | ✓                           | ✓      | ✓            | ✓         | ✓                | ✓                    |  | Thriving Town Centres                       |                     | ✓        |          |

| Action Number   | Action Title                                   | Action Explanation   | Community Outcomes Achieved |        |              |           |                  |                      | Other Outcomes Achieved - Auckland Council and CCO policy and programmes | Potential Quick wins | Investigate further                          | Underway |          |   |
|---|--|--|-----------------------------|--------|--------------|-----------|------------------|----------------------|--|----------------------|--|----------|----------|---|
|   |  |  | Awa Mahurangi               | Access | Public Space | Nightlife | Circular Economy | Community Facilities |  |                      |  |          | Kaitiaki |   |
| 2.22  | Town Hall Town Entrance                        | A raised road and intersection treatment outside the Town Hall on Neville Street and Alnwick Street. This is to slow traffic, create additional safe crossing areas for pedestrians and cyclists, and more usable public spaces outside of the town hall and Countdown supermarket. Using a similar treatment to other key intersections along Neville Street will also support the character and legibility of the street as a major entry and route through the town to the river front and new community plaza. Lighting is important to support events at the Town Hall. | ✓                           | ✓      | ✓            | ✓         |                  | ✓                    |  |                      | Thrivng Town Centres                         |          | ✓        |   |
| 2.23  | Neville Street, Mill Lane and Church Hill Road | Improving pedestrian and cyclist safety at the intersection. Investigate the potential for pedestrian crossings or other changes to support slow speeds, mark the entry to the retail part of the town centre, and connect to the green spaces and residential areas along Church Hill Road, including the Band Rotunda and playground.  |                             | ✓      | ✓            |           |                  |                      | ✓  |                      | Sustainable Transport                        | ✓        | ✓        |   |
| 2.24  | Mill Lane                                      | Ensuring Mill Lane is able to continue to provide an alternative route between Elizabeth Street and Neville Street for people in cars wishing to access different parts of the town and avoid the slower speed areas. As well as for servicing of business properties and providing access to future development sites that may include substantial amounts of car parking.  |                             | ✓      | ✓            |           |                  |                      | ✓  |                      | Thrivng Town Centres                         |          | ✓        | ✓ |
| <b>A UNIQUE STREET CHARACTER THAT CELEBRATES HISTORY OF PUHINUI WARKWORTH</b> |  |  |                             |        |              |           |                  |                      |  |                      |  |          |          |   |
| 2.25  | Heritage Buildings                             | Continue to support the protection of existing heritage buildings and sensitive restorations to enable contemporary use. Consider the listing of additional buildings that have unique heritage character values and the establishment of a heritage character precinct to ensure the design of new developments adjacent to heritage buildings is sensitive to their character, and provides for the enhancement of local character. (refer laneways map)   | ✓                           |        | ✓            |           |                  | ✓                    |  |                      | Heritage                                     | ✓        | ✓        |   |
| 2.26  | Way Finding Strategy                           | Add to existing or develop new way finding signage throughout Warkworth. Indicating distances and time for walking and cycling as well as universal access options. Integrate Warkworth identity into this system and provide for use of Te Reo Māori. This should include the green network shared paths, the river side trails, future laneways and pathways on both public and private land. Providing for subtle directional signage or wayfinding cues as part of street design to support activity and use of laneways.  |                             | ✓      | ✓            |           |                  |                      |  |                      | Economic Development + Sustainable Transport |          | ✓        |   |
| 2.27  | Design Guidelines for Business Signage         | Consider the development of town centre signage guidelines for retail and commercial properties. This is to help landowners ensure tenants signage is designed in a way that enhances the overall visual character of the town.  |                             |        | ✓            |           |                  |                      |  |                      | Thrivng Town Centres                         | ✓        |          |   |
| 2.28  | Street Gardens                                 | As part of existing renewals and maintenance programmes, review the existing planting and consider minor changes to support a refresh. This could be undertaken alongside the Laneway Actions to ensure a well designed, cohesive and cost efficient approach of good quality.   |                             |        | ✓            |           |                  |                      |  |                      | Thrivng Town Centres                         | ✓        |          |   |
| 2.29  | Seating  | As part of existing renewal processes and maintenance programmes, review the design and location of existing seats, and consider minor changes to support a refresh or enable the removal/relocation of some seats to improve pedestrian safety for universal access. This could be undertaken alongside the Laneway Actions to ensure a cohesive and well designed, cost efficient approach of good quality. It could include painting/staining of timber and co-location with other services, like new planting.   |                             |        | ✓            |           |                  | ✓                    |  |                      | Thrivng Town Centres                         | ✓        |          |   |

| Action Number                           | Action Title  | Action Explanation  | Community Outcomes Achieved |        |              |           |                  |                      | Other Outcomes Achieved - Auckland Council and CCO policy and programmes | Potential Quick wins | Investigate further | Underway |
|---|---|---|-----------------------------|--------|--------------|-----------|------------------|----------------------|--|----------------------|---------------------|----------|
|   |   |   | Awa Mahurangi               | Access | Public Space | Nightlife | Circular Economy | Community Facilities |  |                      |                     |          |
| <b>BETTER MANAGEMENT OF CAR PARKING</b> |   |   |                             |        |              |           |                  |                      |  |                      |                     |          |
| 2.30                                    | Town Centre Car parking Strategy  | Develop a comprehensive long term car parking strategy, that can be implemented in stages, for the management of public car parking on streets and in dedicated off street facilities. The strategy will need to consider the changes required to existing streets to make walking and cycling safer and easier to reduce long term reliance on private vehicles as the population of Warkworth increases. The strategy should re-consider the time allocations for on-street carparking to provide greater variety in times for more efficient use, and to ensure good provision is made for disabled carparks, servicing, Uber, taxi, and alternative modes of transport, such as motorised scooters.     | ✓                           | ✓      | ✓            |           |                  | ✓                    | Thriving Town Centres + Sustainable Transport                            | ✓                    | ✓                   |          |
| 2.31                                    | Site Specific Car Park Removal and/or Redesign  | On street car parking would predominately be retained but consideration given to the staged reduction over time as part of a wider long term car parking strategy. This is because some car parks will need to be removed to enable pedestrian safety improvements for universal access, safe cycle routes and/or new public spaces. The long term car parking strategy will ensure alternative /replacement car parks are planned to met future needs.   | ✓                           | ✓      | ✓            |           |                  | ✓                    | Thriving Town Centres  | ✓                    | ✓                   |          |
| 2.32                                    | Development Strategy for Percy Street Car Parking building and/or the New World Supermarket property. | As part of a long term car parking strategy, investigate the redevelopment potential of the existing Percy Street car park, that has its ground floor owned by New World. This could include additional floors of carparking and be multi purpose. For example the exterior of the building could be used as an outdoor rock climbing facility/ green wall to enable more youth activity, or upper levels added to provide additional commercial or residential activity as well as more carparks. Under the Auckland Unitary Plan a building of 5-6 stories would be possible, subject to managing the ground floor flood risks. The New World supermarket property also has future development potential. |                             | ✓      |              |           |                  | ✓                    | Thriving Town Centres  |                      | ✓                   |          |
| 2.33                                    | Consider a new public use car park accessed from Mill Lane  | As part of a long term car parking strategy, investigate options for a new public car park between Mill Lane and Neville Street. This area is ideally located to provide a centralised car parking structure to support the town centre and a 'park once' then walk to multiple destinations arrangement. This could be part of a private development or a joint venture.   |                             | ✓      |              |           |                  | ✓                    | Infrastructure to support growth   |                      | ✓                   |          |



# LANEWAYS & WALKWAYS

## LANEWAYS

The section on Laneways focuses primarily on private land, and the opportunities existing and new laneways have to contribute to revitalising the town by creating new or improved places to visit, discover or walk through. This section groups the laneways into three areas that relate to location and potential character and function in the future.

- Queen Street to Riverside Laneways
- Queen Street Southern Laneways
- Neville Street East and West Laneways

## EXISTING CHARACTER CONTEXT

One of the unique features of Warkworth, is its laneways, and the activities within them, that currently include an art gallery, cafes, op-shops, water features, and the Oaks Retirement Village. The group of laneways, to the west of Wharf Street, also includes some commercial offices that overlook the river.

However, the majority of the laneways, and other formal and informal access routes, that are not part of street, are underused.

Many of the laneways in Warkworth were most likely established to enable service access to the rear of the retail shops. This configuration is found in many old towns that have good street frontages. This is an important function, but does not have to be the only use for these areas, in particular where they have the benefit of views out over the river, or other features that can make them pleasant places to inhabit.

More recent developments (over the last 20 - 30 years) tend to have prioritised on-site car parking for tenants and their visitors. This has led to less dense development and lanes that either connect to car parks, or incorporate car parks. These are also valuable pieces of land that overtime could be redeveloped to include new or improved pedestrian laneway environments.

In some locations, in particular off Mill Lane and Neville Street, Watercare and Auckland Transport may also see benefit to public access through a site, where it enables a strategically important route for public infrastructure or to support more walking and cycling options to get into and through the centre.

## OPPORTUNITIES

Warkworth's collection of laneways and building forms and tenancies provide a unique opportunity to create a fun and interesting retail shopping, entertainment and arts focus for the town.

Utilising the laneways better also enables more tenancy options, and an increase in the critical mass of opportunities that modern shoppers seek. Changes made to Takapuna laneways over the last 10 years are a good example of what is possible, and is based on overseas examples where utilising laneways has boosted the vibrancy of town or city precincts.

Transforming the laneways into safe, fun and attractive publicly accessible spaces for visitors of all ages to enjoy will require a staged strategy to include simple and temporary features, as well as support for renovation plans to encourage new tenancies. It will require working with private landowners and local businesses in a co-ordinated manner to get the right balance of individual expression and collective 'Warkworth' character and identity, that is sufficiently attractive to encourage people to hang out and spend time and/or money in the town.

Examples of laneway works could include

- Artwork, lighting, tree planter boxes, seating, sensory, food or bee gardens and planter boxes
- New windows, doors and/or tenancies
- Shared space parking and servicing with improvement in amenity to also be safe and attractive pedestrian routes.
- Increased activity. E.g. Outdoor dining, seating and cycling
- New connections for public access and use as pedestrian routes between blocks.
- Signage guidelines



LANEWAYS & WALKWAYS

OVERARCHING OBJECTIVES



- A co-ordinated 'adopt some pots, plants, trees and lights' laneway planting strategy to create green areas of shade, places for herbs and flowers, sensory gardens and small trees, as well as night time interest.
- Creating pockets of art and cultural expression, as part of a curated arts and sculpture trail.
- Create relaxed and welcoming spaces, where all ages (and pets) are welcome. Created in conjunction with commercial activities and linking to areas of public seating on public land.
- Ensuring universal access, good way finding signage and seeking to create additional lanes and walkways for public use and through site links in key locations.



Photo Sources Left to Right: Motu Design Hurstmere Laneways in Takapuna, [www.heartofthecity.co.nz](http://www.heartofthecity.co.nz) - Britomart, Motu Design Warkworth clock, [www.washingtonian.com](http://www.washingtonian.com) - Roof top dining ambiance, [www.architecturenow.co.nz](http://www.architecturenow.co.nz) - Hurstmere Green Takapuna Seating

AREA - QUEEN STREET - RIVERSIDE LANEWAYS

EXISTING:



This group of connected laneways already has some unique features. However, it would benefit from further enhancement and better visual or physical connectivity to the river front which is dominated by car-parking.



Further along Queen Street there are other service lanes that provide access to car parking in the locations that front the river.

OPPORTUNITIES:



Photo Source: [www.imperfectidealists.com](http://www.imperfectidealists.com) Street lighting



Photo Source: [www.nzherald.co.nz](http://www.nzherald.co.nz) Laneway access

- To incentivise and support private landowners and businesses to improve the quality and character of existing laneways
- To encourage new commercial activities and redevelopment of sites that include laneways.
- Lighting to support a festive scene and create a safe and enjoyable areas to be in at night time.

AREA - QUEEN STREET SOUTHERN LANEWAYS

EXISTING:



This laneway leads to the Of Hand and Heart Art gallery and heritage building. It is currently a fully paved surface without activity and just a painted gold tile feature used to attract people passing.



To the south there is the potential to link several large landholdings. This offers development potential to create/ formalise a new series of laneways between Mill Lane and Neville Street, inclusive of The Oaks.

OPPORTUNITIES:



Photo Source: [www.bbqboy.net](http://www.bbqboy.net) - Bougainvillea courtyard



Photo Source: [www.blog.artsper.com](http://www.blog.artsper.com) - Street mural

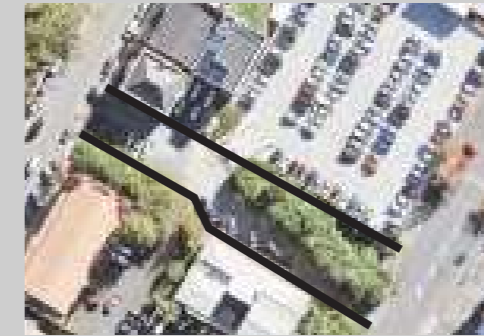
- To develop a co-ordinated design strategy to work with landowners and local artists to curate a range of unique laneway spaces.
- Tree and planter box planting to create to series of shaded urban oasis spaces
- Seating and herb gardens to support local cafe produce

AREA - NEVILLE STREET LANEWAYS

EXISTING:



This laneway provides an important connection between Neville Street, the New World Supermarket on Percy Street, and the public car park. Its unique features include the Heritage (BNZ) bank building at the corner, changes in topography and mature planting.



However, it also lacks a continuous footpath between the two streets.

OPPORTUNITIES:

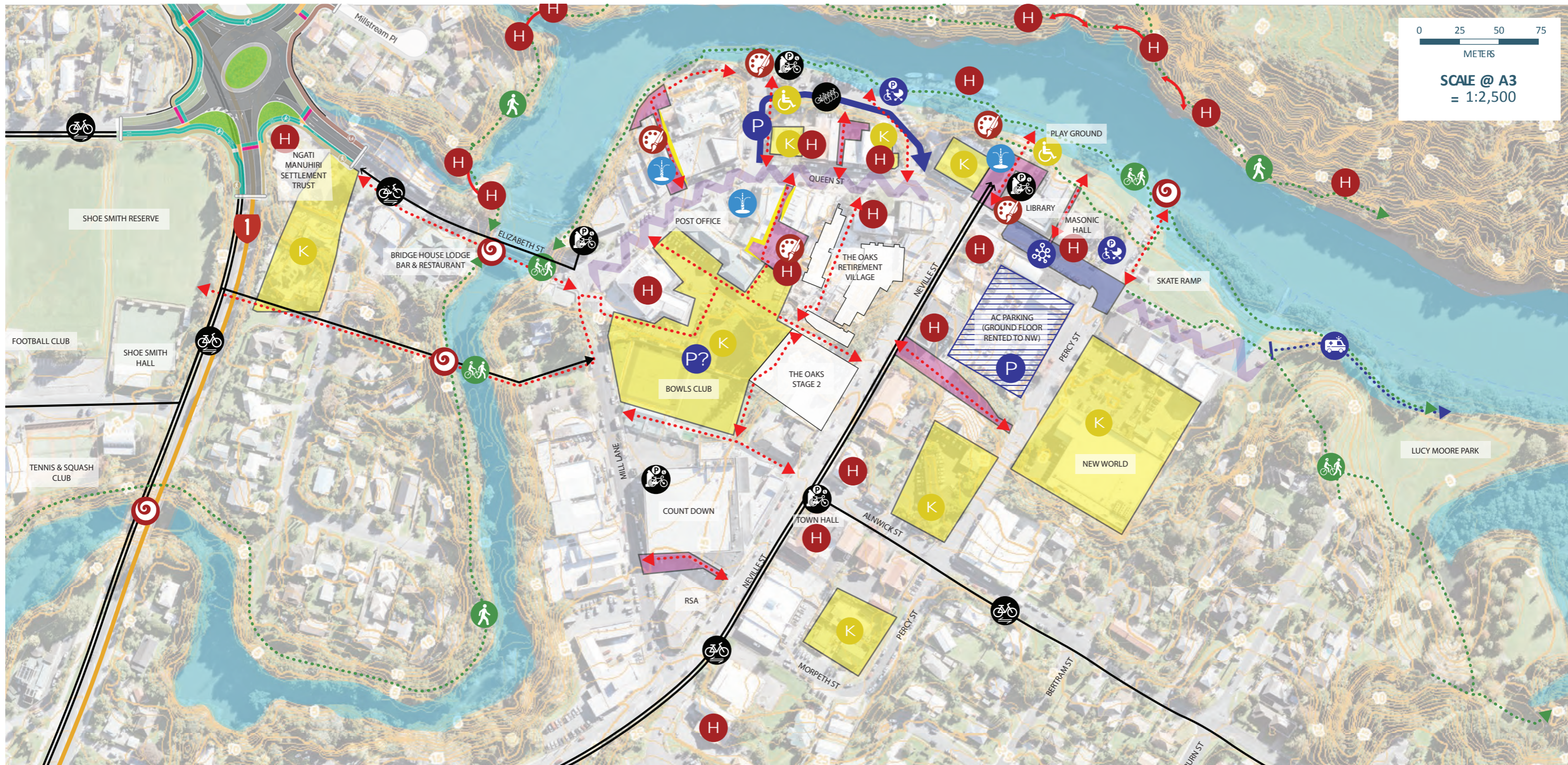


Photo Source: [www.greatauckland.org.nz](http://www.greatauckland.org.nz) - Elliott Street



Photo Source:

- Ensure a continuous footpath through the site.
- Existing trees support an urban oasis with wide steps to increase amenity and access to properties, in steep areas.
- Ensure lifts, and accessible routes as part of any changes to the existing car park.
- To consider alternative locations for a new library, outside of the flood risk areas.



This map illustrates the location of existing laneways used to service private sites that could be enhanced to provide more interesting, fun and connected urban spaces. It also illustrates the potential location of new routes that could be integrated into the development of key sites.

- |  |                                     |  |                                       |  |  |  |                      |
|--|-------------------------------------|--|---------------------------------------|--|--|--|----------------------|
|  | Public car park                     |  | Bicycle rental                        |  | Key sites                                |  | One-way Wharf Street |
|  | Priority car parking                |  | Bicycle parking and charging stations |  | Accessibility upgrades                   |  |                      |
|  | Transport hub                       |  | Universally accessible paths          |  | Watercare pipe location                  |  |                      |
|  | Emergency vehicle access            |  | Trail paths                           |  | Maori - Interface with the Awa Mahurangi |  |                      |
|  | Pedestrian environment improvements |  | Lane-way access and walkways          |  | Heritage sites                           |  |                      |
|  | Designated bicycle path             |  | Laneway treatments                    |  | Art and sculpture                        |  |                      |

| Action Number                            | Action Title                                     | Action Explanation  | Community Outcomes Achieved |        |              |           |                  |                      | Other Outcomes Achieved - Auckland Council and CCO policy and programmes | Implementation |                      |                     |
|--|--|---|-----------------------------|--------|--------------|-----------|------------------|----------------------|--|----------------|----------------------|---------------------|
|  |  |   | Awa Mahurangi               | Access | Public Space | Nightlife | Circular Economy | Community Facilities |  | Kaitiaki       | Potential Quick wins | Investigate further |
| <b>A CO-ORDINATED STRATEGY</b>           |  |   |                             |        |              |           |                  |                      |  |                |                      |                     |
| 3.1                                      | Laneway Design Strategy                          | Commission the creation of a laneway design strategy and guidelines, to support landowners and tenants to upgrade laneways and introduce a series of fun placemaking initiatives inclusive of planting, lights, artwork, seating, opportunities for play, water features and renovation of adjoining buildings. It may need to include guidance on managing vehicle access and servicing, including management of rubbish for some laneways. The strategy could include a process for getting discounts or small grants to assist with the implementation of the strategy, and for the commissioning of artists. This could expand overtime to include events and placemaking activities. | ✓                           | ✓      | ✓            | ✓         | ✓                |                      | Thrivng Town Centres   | ✓              |                      |                     |
| 3.2                                      | Sculpture Trail                                  | Develop a Sculpture and Arts Trail, incorporating a combination of works on public and private land, including the laneways. Include a process for commissioning of artists and working with Ngāti Manuhiri and community groups to ensure collaboration in the curation of cultural and historical narratives where appropriate.   |                             |        | ✓            |           |                  | ✓                    | Arts   | ✓              |                      |                     |
| 3.3                                      | Way Finding Strategy                             | Create unique way finding signage throughout Warkworth. Indicating distances and time for walking and cycling as well as universal access options. Integrate Warkworth identity into this system and use of Māori language. Also consider how to provide for people who need assistance to read. Investigate contemporary technology options like a QR code which links to a Warkworth App to access additional information for visitors.   |                             | ✓      |              |           |                  |                      | Accessibility  | ✓              |                      |                     |
| <b>EXISTING LANEWAYS ON PRIVATE LAND</b> |  |   |                             |        |              |           |                  |                      |  |                |                      |                     |
| 3.4                                      | Queen Street Laneways                            | There is the potential to provide incentives and partnerships with landowners and businesses to improve the character and quality of the unique arrangement of laneways as part of implementation of the Laneway Design Strategy. Including: artworks and large scale murals or sculptures that are part of a wider sculpture trail, feature lighting, universal access and car free spaces.  | ✓                           | ✓      | ✓            | ✓         |                  |                      | Thrivng Town Centres   | ✓              |                      |                     |
| 3.5                                      | Connecting to the Awa Mahurangi - Raised Decking | Incentivising better physical and visual connectivity to the Awa, along existing private laneways on the northern side of Queen Street. This could start with initiatives such as actions and alongside a commitment to transforming part of the Wharf Street road reserve into a raised deck, walkway and seating area at the same level as the Queen Street retail properties.  | ✓                           | ✓      | ✓            |           |                  |                      | Thrivng Town Centres   | ✓              |                      |                     |
| 3.6                                      | Queen Street Oasis - Of Hand and Heart Gallery   | The Hand and Heart Gallery is located at 19B Queen Street in a heritage building, that is surrounded by carparks and service areas. There is the potential for this area to develop into a hidden gem, as part of the culture, arts and heritage trail of Warkworth, inclusive of hospitality offerings under tree canopy and lighting. It is also an ideal location to better support climate resilience and to help reduce urban heat island effects by introducing planting and a tree canopy providing shade.   | ✓                           | ✓      |              | ✓         | ✓                | ✓                    | Heritage, Arts & Climate Action Plan                                     | ✓              | ✓                    |                     |
| 3.7                                      | Key Sites - Riverfront                           | There are a number of key sites on Queen Street that have the potential to be designed to encourage people to move through them to the river front. This could be done formally like an arcade, or informally, connecting to both streets and laneways, or the future riverfront board walk. Market styled food courts are an example.  | ✓                           | ✓      | ✓            |           | ✓                |                      | Thrivng Town Centres   |                |                      |                     |

**Action Number**      **Action Title**      **Action Explanation**

**NEW OR UPGRADED PUBLICLY ACCESSIBLE LANEWAYS**

|            |                                 |   |
|------------|---------------------------------|---|
| <b>3.8</b> | New Laneways                    | Consider establishing new laneway connections, or formalising existing routes, within the Neville Street, Mill Lane and Queen Street block. This could be considered as part of a precinct plan in the Auckland Unitary Plan and negotiated with landowners, or considered as part of investigating the potential for a new publicly accessible car park. |
| <b>3.9</b> | Accessibility                   | Ensuring accessible routes are provided as part of new or redeveloped laneways where there are steep slopes. This could include the provision of exterior lifts where level changes are too great to enable ramps. This is particularly important for the proposed Wharf Street redevelopment.  |
| <b>4.0</b> | Neville to Percy Street Laneway | Consider changes to the existing public laneway that connects Neville Street to Percy Street, to improve the safety and quality of pedestrian experience. In particular, in and around the existing public carpark.   |

| Community Outcomes Achieved |        |              |           |                  |                      | Implementation |  |            |                     |          |
|-----------------------------|--------|--------------|-----------|------------------|----------------------|----------------|--|------------|---------------------|----------|
| Awa Mahurangi               | Access | Public Space | Nightlife | Circular Economy | Community Facilities | Kaitiaki       | Other Outcomes Achieved - Auckland Council and CCO policy and programmes | Quick wins | Investigate further | Underway |
|                             | ✓      | ✓            |           |                  |                      | ✓              | Thriving Town Centres  |            |                     |          |
|                             | ✓      | ✓            |           |                  | ✓                    | ✓              | Inclusion  |            |                     |          |
|                             | ✓      |              |           |                  |                      | ✓              | Thriving Town Centres  |            | ✓                   |          |

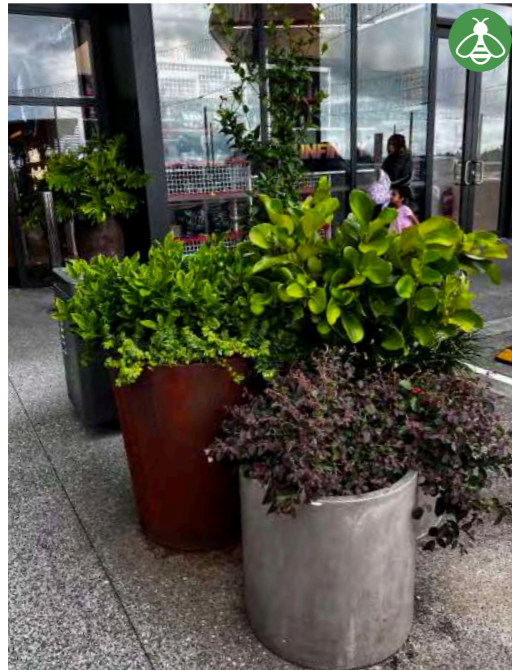


Photo Source: Motu Design  
Planter Pots Ormiston Town Centre.



Photo Source: Wellington City Council  
Johnson Witehira, 2017 Nga Kakano: The Seeds, Wakefield Street Wellington - photo by Mark Tantrum.



Photo Source: <https://nzvenues.co.nz> - Riverside markets, Christchurch



# GREEN NETWORK

## GREEN NETWORK

This area includes the whole town, and the residential areas that adjoin the business centre of the town, and Lucy Moore Park.

Within this area there are a range of public parks, mature trees, community activities, and clusters of planting on private sites, including distinctive ridge lines, and gullies.

The focus of this section is the types of initiatives that support the ecology of the towns natural environment and residential areas where intensification of residential use is anticipated over time.

## EXISTING CHARACTER CONTEXT

The residential areas in Warkworth, and part of the town centre, have an well established green character, with mature street trees, and lots of trees on private sites that are currently unprotected. The native bush on the northern side of the Mahurangi River contributes to this character, and the planting on the town side includes a good mix of native and exotic trees, sufficient to ensure native bird life is supported. This includes Kereru and Tui.

On the edges of the town centre are a range of community owned properties such a churches, cemeteries and the fire station, that have substantial areas of green open space associated with them.

There are also a range of established walking tracks along the river and within the parks and reserves adjoining the river. Currently, missing connections prevent local residents from more easily enjoying the open space opportunities of this area. The limited access to, and through, Shoemith Reserve and Lucy Moore Park are two key areas of concern for the community.

## OPPORTUNITIES

There is the opportunity to build on the green assets and character that the Puhinui Warkworth area already has which is entwined with the character and ecology of the Mahurangi river catchment. This includes:

- Improving access to green spaces for current and future residents. In particular, as residential areas are redeveloped with smaller private open spaces.
- Encouraging planting that ensures all season food for native birds, and that supports the health of the river.
- Creating walks and trails that make for attractive visitor and tourist destinations.
- Maximising the connections between different parks and open spaces, including along the river and inland.
- Tree protection along residential streets and the front yards of properties.
- Improving connections from Shoemith Reserve into Warkworth town.
- The creation of a shared path from Lucy Moore Park to the Cement Works and improving access between Kowahi Park and the Warkworth Showgrounds.
- Enhancement of existing small parks and green areas to support their use, and the ecology of the area.
- Additional paths, facilities and play opportunities in Lucy Moore Park.
- More tree planting and green areas of shade within the town centre to combat heat island effects and enhance the Riverfront Areas.



GREEN NETWORK

OVERARCHING OBJECTIVES



- Achieving greater use of existing parks and reserves by increasing access to them.
- Universal access and providing for all sorts of wheeled micro-mobility options.
- Provision for Community Gardens
- Street trees including additional street planting as part of changes for pedestrian and cycle safety
- Bush tracks alongside the river
- Planting for bees and birds to support ecosystems
- Provision for events, shade for picnics, and public BBQ.



Photo Sources Left to Right: Bike trial, [www.tilthalliance.org](http://www.tilthalliance.org) - Fruit tree community group planting, [www.earthwrights.co.uk](http://www.earthwrights.co.uk) - Earth Wrights nature trail, [www.alltrails.com](http://www.alltrails.com) - Bush Track, [www.forestparkforever.org](http://www.forestparkforever.org) - Garden diversity.

EXISTING: LUCY MOORE PARK



Lucy Moore Park is somewhat tucked away from the town centre and has three entrances.

It has a natural amphitheatre with mature trees surrounding it and some play equipment (flying fox and trampolines) in the park.



EXISTING: WATER FRONT



A high-quality waterfront walk wraps alongside the Mahurangi River. Views are primarily of the mature trees on the northern bank of the river.

The water quality has room for improvement and the community have voiced the quality of the water as a concern.



EXISTING: RESIDENTIAL STREETS



Residential tree lined streets have varying widths and gradients of grass berms, pedestrian path widths and fence lines.

Palmer Street is a steep road with views reaching the Dome Valley.



Roads running North - South have a shallower gradient which runs down to the Mahurangi River.

OPPORTUNITIES:



Photo Source: [www.plantcaretoday.com](http://www.plantcaretoday.com) - Community fruit orchard

- Community fruit trees
- Events held in the natural amphitheatre of Lucy Moore Park
- Regenerative planting with a focus on building biodiversity
- Improve accessibility to the park for all, including emergency and event vehicles.



Photo Source: [www.midwestliving.com](http://www.midwestliving.com) - Outdoor theatre

OPPORTUNITIES:



Photo Source: [www.i.pinimg.com](http://www.i.pinimg.com) - Hanging chair



Photo Source: [www.playlsi.com](http://www.playlsi.com) - We-Go-Round®

- Improve access to the water and Lucy Moore Park with universal access options.
- Expand the existing playground to include universal access play equipment on a wheelchair accessible surface. A winding ramp will allow access to each level of the existing playground while retaining the layered intention of the existing playground.
- An adult size swing along the riverside walk.
- A nature trail.
- Youth activities might include outdoor table tennis tables, scooter and skateboard track.
- Historic and cultural trails.

OPPORTUNITIES:



Photo Source: [www.ebird.org](http://www.ebird.org) - Fantail



Photo Source: [www.bbc.com](http://www.bbc.com) - Landscaped bike track in Stafford, UK

- Ecological corridors along proposed cycle ways.
- Biodiversity focus areas along tree lined streets.
- The protection of notable trees and those that are not yet notified.
- Integration of planting for stormwater management alongside changes to street design, such as when cycle lanes are provided.



This map illustrates the location of existing parks and protected trees, as well as areas of planting on private land and streets that contribute to the green character of Warkworth. It also illustrates opportunities to enhance the network of green areas.

- |  |                              |  |                                     |  |                         |  |  |
|--|------------------------------|--|-------------------------------------|--|-------------------------|--|--|
|  | Emergency vehicle access     |  | Water quality                       |  | Heritage sites          |  | Street Trees *                                   |
|  | Universally accessible paths |  | Regenerative planting               |  | Accessible Playground   |  | Conservation Zone / AC Parks land                |
|  | Trail paths                  |  | Oasis of shade and cool temperature |  | XL Swing                |  | Informal Recreation Zone / AC Parks land         |
|  | Nature trail                 |  | Sponge city concept                 |  | Event programming       |  | Sport and Active Recreation Zone / AC Parks land |
|  | Bio diversity focus areas    |  | Areas of planting                   |  | Designated bicycle path |  | Recreation Zone / AC Parks land                  |
|  | Community fruit trees        |  | Tree lined streets                  |  | Ecological corridors    |  |  |

| Action Number              | Action Title  | Action Explanation  | Community Outcomes Achieved |        |              |           |                  |                      | Other Outcomes Achieved - Auckland Council and CCO policy and programmes | Implementation                       |                      |                     |          |
|----------------------------|---|---|-----------------------------|--------|--------------|-----------|------------------|----------------------|--|--------------------------------------|----------------------|---------------------|----------|
|                            |   |   | Awa Mahurangi               | Access | Public Space | Nightlife | Circular Economy | Community Facilities |  | Kaitiaki                             | Potential Quick wins | Investigate further | Underway |
| <b>TRAILS AND PATHWAYS</b> |   |   |                             |        |              |           |                  |                      |  |                                      |                      |                     |          |
| 4.1                        | Pedestrian and Cycle Pipe Bridge crossing the Awa Mahurangi | Pedestrian and cycle access connecting over the Awa Mahurangi developed in conjunction with planned Watercare pipe bridge. Connecting up with the local and regional tracks. Designed in collaboration with Ngāti Manuhiri to reflect cultural and heritage values associated with the Awa Mahurangi and tributaries.   | ✓                           | ✓      | ✓            |           |                  | ✓                    | ✓  | Recreation                           | ✓                    | ✓                   |          |
| 4.2                        | River Side Historical Trail                                 | Extend the existing river side trail over foot bridges to create a historical trail on the north side of the river  | ✓                           | ✓      | ✓            |           |                  |                      | ✓  | Heritage                             |                      | ✓                   |          |
| 4.3                        | Trail Paths and Cycle Route Connections to Regional Routes  | Ensuring existing and proposed cycle routes and trails link with the regional networks including the Puhoi to Pakiri Cycle Trail which will ensure Warkworth is well connected locally and regionally and participates as an active tourist destination   | ✓                           | ✓      |              |           | ✓                | ✓                    |  | Recreation + Economic Development    | ✓                    | ✓                   | ✓        |
| 4.4                        | Trail Extension to Create a Continuous Riverside Trail      | Trail extension to allow for a continuous riverside trail through Warkworth. This small connection will help connect the historic Warkworth Cement Works with the town centre and feed into the regional Puhoi to Pakiri Cycle Trail network.   |                             | ✓      |              |           |                  | ✓                    |  | Recreation + Heritage                | ✓                    | ✓                   |          |
| 4.5                        | Shoesmith Walkway Connection                                | The location of the Watercare pipe will enable a walkway connection and pipe bridge which will connect Shoesmith Reserve, along Bank Street, over the Awa Mahurangi to Queen Street, Neville Street and then connect with the proposed cycle way on Alnwick Street  | ✓                           | ✓      | ✓            |           |                  | ✓                    | ✓  | Recreation + Accessibility           | ✓                    | ✓                   |          |
| <b>ECOLOGY</b>             |   |   |                             |        |              |           |                  |                      |  |                                      |                      |                     |          |
| 4.6                        | Regenerative Planting                                       | Weeding and regenerative planting restoring health to the riverside environment. Building upon work underway by environmental groups, and initiating new areas of focus.  | ✓                           |        | ✓            |           | ✓                | ✓                    |  | Climate Action Plan + Healthy Waters | ✓                    |                     | ✓        |
| 4.7                        | Water Quality Improvements                                  | Quality improvements with a focus on rebuilding healthy natural ecosystems. This may require catchment wide improvements to how water is managed from private sites in addition to localised planting or drainage changes. Consider public water quality testing stations in high profile locations and the goal of being able to safely swim in the river again. | ✓                           |        | ✓            |           |                  |                      | ✓  | Healthy Waters                       | ✓                    | ✓                   |          |
| 4.8                        | Protect Selected Trees                                      | Protect selected trees running along side Elizabeth Street and in other key areas.  |                             |        | ✓            |           |                  |                      | ✓  | Healthy Waters                       | ✓                    |                     | ✓        |
| 4.9                        | Maintaining Selected Trees along Wharf Street               | Maintaining selected trees along Wharf Street, raised decking bank, both retains a level of permeable surface area, natural shade and habitat for wildlife, as well as integrating the decking into the riverside environment more harmoniously   | ✓                           |        | ✓            |           |                  |                      | ✓  | Climate Action Plan                  | ✓                    | ✓                   |          |
| 4.10                       | Sponge City Street Design Concept                           | Consider how the design of Baxter Street and Queen Street could also assist with the management of stormwater through planting that is especially designed to help collect, store, treat, and use rainwater to support urban ecology.   | ✓                           |        | ✓            |           |                  |                      | ✓  | Climate Action Plan                  |                      | ✓                   |          |
| 4.11                       | Community Fruit Trees in Lucy Moore Park                    | Investigate the most favourable location for the community fruit trees and incorporate them into Lucy Moore Park in support of community gardens  |                             |        | ✓            |           | ✓                | ✓                    | ✓  |                                      | ✓                    | ✓                   |          |
| 4.12                       | Biodiversity Focus Areas - Mangrove Health                  | Focusing on the water quality and biodiversity of the Awa Mahurangi and the mangrove forests of Warkworth   | ✓                           |        |              |           |                  |                      | ✓  | Ecology + Healthy Waters             | ✓                    | ✓                   |          |

| Action Number                    | Action Title   | Action Explanation   | Community Outcomes Achieved |        |              |           |                  |                      | Other Outcomes Achieved - Auckland Council and CCO policy and programmes | Implementation |                                    |                     |          |  |
|----------------------------------|--|--|-----------------------------|--------|--------------|-----------|------------------|----------------------|--|----------------|------------------------------------|---------------------|----------|--|
|                                  |  |  | Awa Mahurangi               | Access | Public Space | Nightlife | Circular Economy | Community Facilities |  | Kaitiaki       | Quick wins                         | Investigate further | Underway |  |
| <b>ACTIVITIES</b>                |  |  |                             |        |              |           |                  |                      |  |                |                                    |                     |          |  |
| 4.13                             | Lucy Moore Park Nature Trail                           | Nature trail which playfully connects the existing playground to existing and proposed facilities at Lucy Moore Park   | ✓                           | ✓      | ✓            |           |                  | ✓                    |  |                | Recreation                         | ✓                   |          |  |
| 4.14                             | Emergency Vehicle Access to Lucy Moore Park            | Extend the river side trail east into Lucy Moore Park to provide both emergency vehicle access and universal access to the park, to enable more use of this area and events to take place in the natural amphitheatre.   |                             | ✓      | ✓            | ✓         | ✓                | ✓                    | ✓  | ✓              | Recreation + Inclusion             |                     | ✓        |  |
| 4.15                             | Event Programming of Village Green and Lucy Moore Park | Programming of the Village Green could coincide with the increased activity of the markets. Activities and events such as outdoor cinema, concerts, theatre, and art installations.  | ✓                           | ✓      | ✓            | ✓         | ✓                | ✓                    |  |                | Recreation + Thriving Town Centres | ✓                   |          |  |
| 4.16                             | Extension and Alterations to the Existing Playground   | By extending the playground and integrating accessible play equipment and an accessible pathway through the terraces, this connects the Plaza with the Awa Mahurangi river side walk via an accessible path. This proposes the extension and development of this well-loved playground into a destination playground accessible to all children.       | ✓                           |        | ✓            |           |                  | ✓                    |  |                | Recreation + Inclusion             | ✓                   |          |  |
| 4.17                             | BBQ Facilities   | Public BBQ facilities  |                             |        | ✓            | ✓         |                  | ✓                    |  |                | Recreation                         | ✓                   |          |  |
| 4.18                             | Shade for the Playground                               | Permanent shading over parts of the playground to enable use in all weather conditions.  | ✓                           |        | ✓            |           |                  | ✓                    |  |                | Recreation                         | ✓                   |          |  |
| 4.19                             | Inclusive Design of Covered Picnic Tables              | Covered picnic tables, of varying sizes to enable use in all weather conditions. The design of the tables must also include universal accessibility options for wheel chair users to be able to roll to and have a space at the table. Seating for elderly at the right height for ease of use, and with back and arm rests.                           | ✓                           | ✓      | ✓            |           |                  | ✓                    |  |                | Recreation + Inclusion             | ✓                   |          |  |
| 4.20                             | Adult Swing  | Adult swing located along the nature trail, and at the back of the library. Views towards the light show on the north bank of the Awa Mahurangi and the back of the library and Masonic Hall, where artistic light projections are proposed to be displayed. An "instagramable" opportunity for social media promotion of Warkworth and fun for youth. |                             |        | ✓            |           |                  | ✓                    |  |                | Recreation                         | ✓                   |          |  |
| 4.21                             | Skateboard and ScooterTrack in Lucy Moore Park         | A skate board/scooter/ bike track, close in proximity to the existing skate ramp. Utilizing the slope of Lucy Moore Park and helping to create more free activity spaces for children.   |                             | ✓      | ✓            |           |                  | ✓                    |  |                | Recreation                         | ✓                   | ✓        |  |
| <b>ARTS, HISTORY AND CULTURE</b> |  |  |                             |        |              |           |                  |                      |  |                |                                    |                     |          |  |
| 4.22                             | Historic and Cultural sites of Significance            | Protect and celebrate historic and cultural sites of significance by creating access via trails, and information via boards or interactive apps. Including information on place names, trees, parks, buildings and river side archaeological sites.  | ✓                           |        | ✓            |           |                  |                      |  | ✓              | Heritage                           | ✓                   | ✓        |  |
| 4.23                             | Artistic Light Projection - Masonic Hall               | Lights projected onto the back of the Masonic Hall to be seen from river side walkway. This could be tied into the choreographed lighting show. A well lit, populated space with a sense of ownership provides for good Crime Prevention Through Environmental Design (CPTED) outcomes.  |                             |        |              | ✓         |                  |                      |  |                | Arts                               | ✓                   | ✓        |  |
| 4.24                             | Potential Sculpture Trail                              | Include provision for sculptures within the park spaces, to support the creation of a Sculpture Trail throughout different environments within the town centre area. These could include feature lighting.   | ✓                           |        | ✓            | ✓         |                  |                      |  |                | Arts                               | ✓                   | ✓        |  |
| 4.25                             | A Pasifika Space                                       | A Pasifika community space, such as a Maneaba (A traditional Kiribati shelter for gatherings), in consultation with the Pasifika Community. This could form one of the new shade/picnic structures proposed for within Lucy Moore Park.  |                             |        | ✓            |           |                  | ✓                    |  |                | Recreation + Inclusion             |                     |          |  |





BRINGING THE ACTIONS  
TOGETHER



# A VIBRANT RIVERFRONT

## OVERARCHING OBJECTIVES

The river front area, from Kapanui Street, along Wharf Street to Lucy Moore Park has been identified as a location that has the potential to address a large number of community outcomes, and to invigorate the Warkworth Town Centre, enabling it grow as a both a regional destination and a place that provides for a wider range of activities for local community use.

This section focuses on some key areas that bring together multiple actions to transform parts of the riverfront to achieve the vision of 'A great place to live and a memorable day out'.

Providing good connections from these riverfront places, to the rest of the town and its parks, shops and walkways, will create a visitor experience of discovering and exploring something new or old in each trip to Warkworth. As well as fun and healthy place to live.

The photos throughout the Puhinui Warkworth Town Centre Plan show examples of what activities have been considered. Many of the examples are from other New Zealand town centres including Whanganui, Takapuna, and Christchurch. They have been chosen with feasibility in mind, including the ability to undertake a staged approach to implementation.

Of the actions identified in the Puhinui Warkworth Town Centre Plan, some will be able to be achieved quickly, using contemporary innovative design processes, such as those promoted by Waka Kotahi's Innovative Streets Programme. Others may be able to be achieved as part of planned new infrastructure, or through renewal programmes. Funding for improvements to the existing play ground is also being planned as part of a renewals budget.

Other actions such as the redesign of Wharf Street and creation of the public decked area, will require more design and planning work to inform budgets and timeframes. All of the town centre plan's works within road reserves require support or investment from Auckland Transport.

The river front ideas that are located on private land, will be dependent on private businesses and landowners to action, with support from council and the community.



Photo Source: [www.istockphoto.com](http://www.istockphoto.com) - Kayak storage



Photo Source: [www.riverside.nz](http://www.riverside.nz) - Inside Riverside Market, Christchurch



Photo Source: [www.dishcult.com](http://www.dishcult.com) - Food truck event at Britomart, Auckland

## Bringing the Ideas to Life with the Community

As part of the community engagement undertaken in 2022, people were invited to participate in two days of guided and self-guided walks through several of the key areas identified in the town centre plan as being priority areas for achieving community outcomes.

These were all river front destinations. The following map and images are slightly modified versions of what has already been shared with the community. The drawings are artist impressions and are based on the urban design analysis work undertaken in the formation of the town plan.

At the walk around events in December 2022 people provided feedback in an interactive way. The Masonic Hall was also set up for a static walk through. Over 100 people who were interested in the future of Warkworth came through over the two days.

Actions required to achieve the ideas shared from the community, are included in the action tables for Awa Mahurangi, Neville, Elizabeth and Queen Street, Laneways and Green Network.

Within the Puhinui Warkworth Community Voices Report there are a range of other ideas that have been shared from the community, that are relevant to other parts of Warkworth, as well as the town centre, or that could be provided in addition to the actions listed in the Puhinui Warkworth Town Centre Plan.

### Additional Community Outcomes

The following following initiatives and opportunities have also been identified as important community outcomes, that are not place specific and thus have not been shown on the maps but are included in the Actions tables.

- Planning for a new library that is able to provide for the anticipated future population growth, and is located outside of the flood risk area.
- A dedicated youth space for social activities in addition to more fun activities and places to hang out.
- A culturally significant Pasifika people space, such as a Maneaba which is a traditional shelter for important community gatherings in Kiribati.



Photo Source: Community Think  
Puhinui Warkworth Community Voices Report 2023

EXISTING: - WHARF STREET



On Wharf Street the space is currently used for car parking and maintenance vehicles.

Behind the shops the space is used for servicing and additional car parking, but has the potential for elevated views across the river



EXISTING: COMMUNITY PLAZA AND PLAYGROUND



The space is currently used for 11 car parking spaces with an additional 9 located behind the library, over looking the river.

It is currently mainly used as a servicing point to the public toilets, library and retail building. The playground blocks one of the main access points to the riverside.

The area also adjoins a central bus stop for the town.



EXISTING: TE PUAWAI KŌWHAI



The recently completed Te Puawai Kōwhai terraces, seating and shade canopies provide Ngāti Manuhiri a place that reflects their cultural associations with the site.

Shade sails are included in the design to Te Puawai Kōwhai, but throughout the park areas there is lack of shelter for public use.

OPPORTUNITIES:



- Raised decking areas to encourage existing commercial areas to open up towards the river with new retail, food and beverage activities.
- Incorporating activities such as kayak storage, ice cream stall, bike hire, public toilets/ changing rooms etc underneath areas of public decking. These are low cost investments appropriate for a flood risk area.
- Refinements in landscaping, pedestrian areas and seating options along the riverfront.

Photo Source: [www.de.kebony.com](http://www.de.kebony.com) - Vienna, Cafes along the Danube Canal



Photo Source: [www.washingtonian.com](http://www.washingtonian.com) - Roof top dining ambiance

OPPORTUNITIES:



[www.architecturenow.co.nz](http://www.architecturenow.co.nz) - Hurstmere Green Takapuna Seating



Photo Source: [www.nzherald.co.nz](http://www.nzherald.co.nz) - Pūtahi Park water feature, Whangārei

- A new civic space that celebrates the Mahurangi Awa by replacing some of the existing car parking and relocating the toilets.
- Refining the existing playground and creating terraces with seating, nature trail play and universal access routes to the riverfront areas.
- A Bike Hub to celebrate and encourage multi modal transport, in conjunction with bus stop.
- Adjoining retail and the existing Warkworth Library and community areas can open up into the new community plaza.

OPPORTUNITIES:



Photo Source: [www.bouldercoloradousa.com](http://www.bouldercoloradousa.com) - Farmers market



Photo Source: [www.cityoflakewood.us](http://www.cityoflakewood.us) - BBQ and seating shelter

- New picnic spots designed for large family gatherings and events.
- Relocate and/or redesign the public toilets to improve the design quality of the area.
- Nature trail
- Disabled and parent parking
- Existing car parking area provides a hard stand for regular markets, with green spaces designed to accommodate additional events with ease.

This map illustrates where different activities could be located along the Riverfront. The proposed actions include changes to the design of streets and buildings to enable the town to better celebrate Awa Mahurangi. Access and activities for people of all ages and abilities are proposed.



- |                                      |                        |                                     |                                       |   |                                     |
|--------------------------------------|------------------------|-------------------------------------|---------------------------------------|---|-------------------------------------|
| Water feature/ splash pad            | Public toilets         | Public car park                     | Designated bicycle path               | Existing Pedestrian Crossings   | Oasis of shade and cool temperature |
| Kayak hire and tours                 | Accessible Playground  | Priority car parking                | Bicycle rental                        | Existing locations of paved features. Changed to pedestrian crossings | Sponge city concept                 |
| Food and beverage kiosk              | Temporary Ticket Kiosk | Transport hub                       | Bicycle parking and charging stations | New safe crossing areas   | BBQ                                 |
| Local Sunday Market                  | XL Swing               | Information centre                  | Universally accessible paths          | Laneways  | Covered picnic tables               |
| Food truck markets/ events           | Scooter/ Skate ramp    | Pedestrian environment improvements | Nature trail                          | Heritage facade refurbishment   | Permanent Shade                     |
| Outdoor dining                       | Event programming      | Changes to intersection design      | Trail paths                           | Heritage  | Community fruit trees               |
| Active facades                       | Key sites              | Heritage trail                      | Bio diversity focus areas             | Art and sculpture   | Regenerative planting               |
| Waka landing                         | Stairs                 | One-way Wharf Street                | Water quality                         | Wall mural  | Paved laneway/ private land space   |
| Maori - Interface with Awa Mahurangi | Accessibility upgrades |                                     |                                       | Lights/ Light show  | Raised decking public space         |
|                                      |                        |                                     |                                       |   | New/ Improved pedestrian paths      |

**Riverfront and Wharf Street Redevelopment Area:** There are opportunities for public and private improvement along the waterfront. However, this is also an area with an increasingly high flood risk that limits development and investment options. Fortunately, the level change between Queen Street and Wharf Street provides a unique opportunity for a 'decked' structure that elevates the pedestrian walking and seating area to the same level as the existing Queen Street retail areas. This can be located on public land, utilising part of Wharf Street. The upper area would be sufficient in size to include leasable space for food/cafes and seating, either independent from adjoining commercial landholdings, or as part of any redevelopment they may wish to take. At street level, there is space for activities under the new deck; such as an ice-cream shop, kayak or other water-related hire activities, toilets, bike and scooter hire. These provide youth, visitor and community leisure activities that connect with the river, that are relatively low investment spaces to manage risk of flood damage.

Footpath access is improved with clear spaces for pedestrians throughout the car parking area and new properly formed footpaths from Queen Street, that are at least 2m wide to support universal access to the waterfront. There may also be the potential for separate shared walking and cycling paths for children on bikes and scooters.

To achieve these outcomes, Wharf Street becomes one-way with angled car-parking. This enables the retention of many car parks alongside more pedestrian space and access to the waterfront activity areas.

Along the waterfront, covered picnic spaces and public art installations complement the pedestrian path and existing mature trees. Paved pathways across Wharf Street will create defined entry/exits to the raised decking area, that includes steps and pathways accessible by wheelchair or with prams. In undertaking this work, there are opportunities to incentivise the adjoining retail and commercial properties to open up to the new decked area and improve the quality of the laneways that can connect the riverfront with Queen Street.

Night time lighting is provided to create a pleasant evening stroll to extend the use of the riverfront areas, and enjoyment of the river light show.



Artist's Impression of Wharf Street Redevelopment



Photo Source: [www.tripadvisor.com](http://www.tripadvisor.com) - Restaurants in Kingston upon Thames UK



Photo Source: [foodtruckcollective.co.nz](http://foodtruckcollective.co.nz)- Food truck event

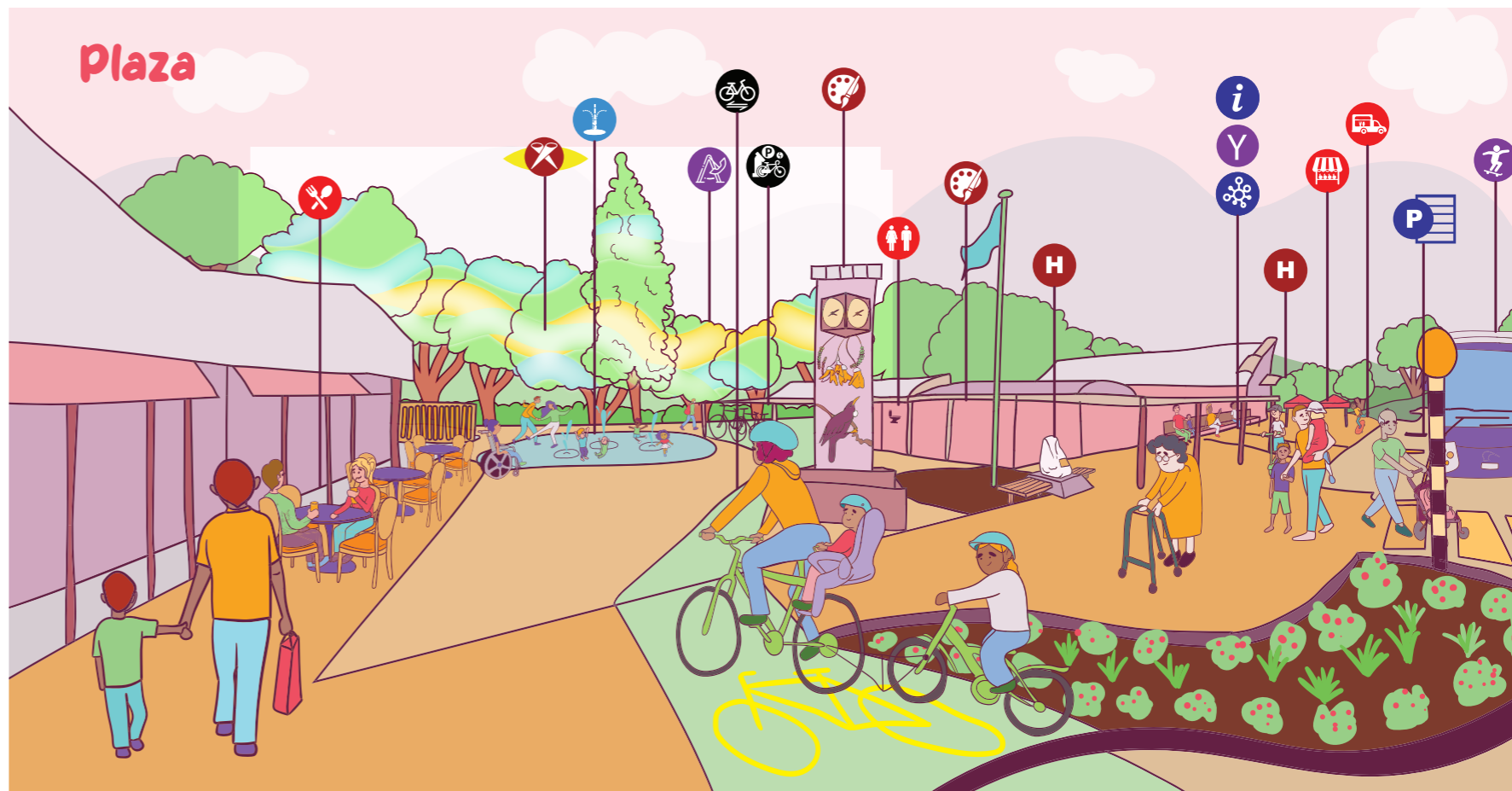
**Community Plaza and River front Playground :** A Community Plaza could bring new activity into the spaces around the library and waterfront. There is an opportunity to extend the design qualities and character of Te Puawai Kōwhai into this area to create a space with a family focus to better connect the town with the existing playground and riverfront. The creation of the plaza could be staged by using innovative temporary place making techniques to enable some changes to be trialled before expensive upgrades are made.

The majority of car parking in this area would be removed, and the size of the toilets reduced (with more provided on Wharf Street and adjoining Lucy Moore Park). There is the potential for an interactive water feature to complement the children’s playground, bicycle parking, covered dining and/or picnic options, and a space for programmed events under a new canopy structure (e.g. yoga/dance classes or birthday parties). Areas for mobility car parking and servicing and would be retained. The old Warehouse Stationary building is encouraged to be re-purposed to provide retail and food/beverage offerings that open up to the plaza. A new entry to the existing library could include a small gallery space.

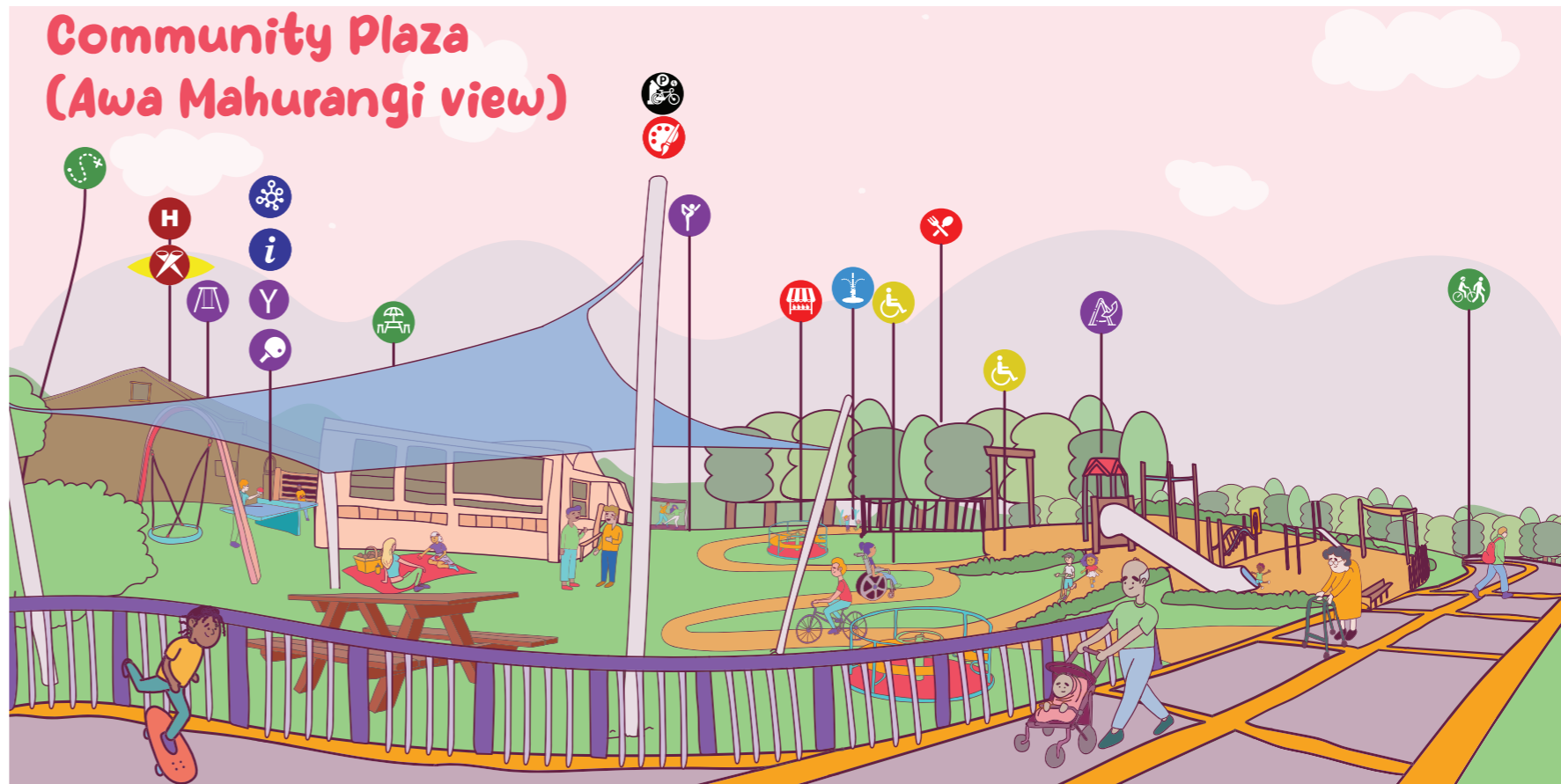
The existing fenced playground area is extended to include an accessible zig-zag pathway down the slope to the water, and additional play equipment so children with limited mobility can also enjoy the area. This would link into an accessible pathway alongside the river, with covered picnic areas.



Photo Source: [www.pps.org](http://www.pps.org) - Retrofitted car park in Milwaukee



Artist's Impression of new plaza next to the existing Library



Artist's Impression of extension to existing playground and shaded picnic area on the river side of the existing Library.

**Village Green:** The part of Lucy Moore Park that adjoins Baxter Street could function like a 'Village Green'. It remains an open grassy area with plenty of space for informal leisure activity or programmed events. Small adjustments to improve the space are made to emphasise universal accessibility. Wide footpaths can incorporate planting and nature play for younger children along parts of the waterfront path that will extend to Lucy Moore Park. The area also houses a covered dining area close to the boat ramp and car park that will be available for public use, with the potential for a second one at the other end of the Village Green, near to the existing trampoline.

**Market Car Park:** The Market Car Park is an adaptable space which could be used in different ways to meet community needs. While the concrete area provides car-parking by default, new facilities close by (e.g. toilets, accessible pathways, power supply) enable a weekly food market and/or event space. This can include parking for regular food trucks. The accessibility of this area to cycle/walk ways and proximity to the river front highlight the town's sense of place.

**Waka Landing:** The creation of a Waka Landing area would include cleaning and resurfacing the existing boat ramp and working with Ngāti Manuhiri to provide a space for Waka Ama. It is envisaged that this would complement Te Puawai Kōwhai terraces, and also tie in with the works associated with the Village Green and Market Car Park to provide support for Waka Ama and other river based events.

**Lucy Moore Park:** Lucy Moore is made more accessible and usable for events. A flat paved path along the riverside edge is proposed to make more of the park accessible for all users, including people in wheelchairs. There is the potential to design part of this pedestrian/cycle path route to be wide enough for emergency and service vehicle access to the basin of the Lucy Moore park to support events (e.g. stages, transport of equipment for outdoor cinema events).

Linking to the flying fox and existing trampoline, and to support the vision of this area being a play space for older kids, a skate/wheel/bike trail is proposed. Located to create a visual connection with the wider town to attract the interest of visitors while providing passive surveillance for children and other youth that use the structure. Nature play and a smaller (flatter) path can provide activity for younger children.

Fruit trees and community gardens are proposed alongside the existing path, to increase the use of the park, and to make the most of the north facing slopes around the perimeter of the park.



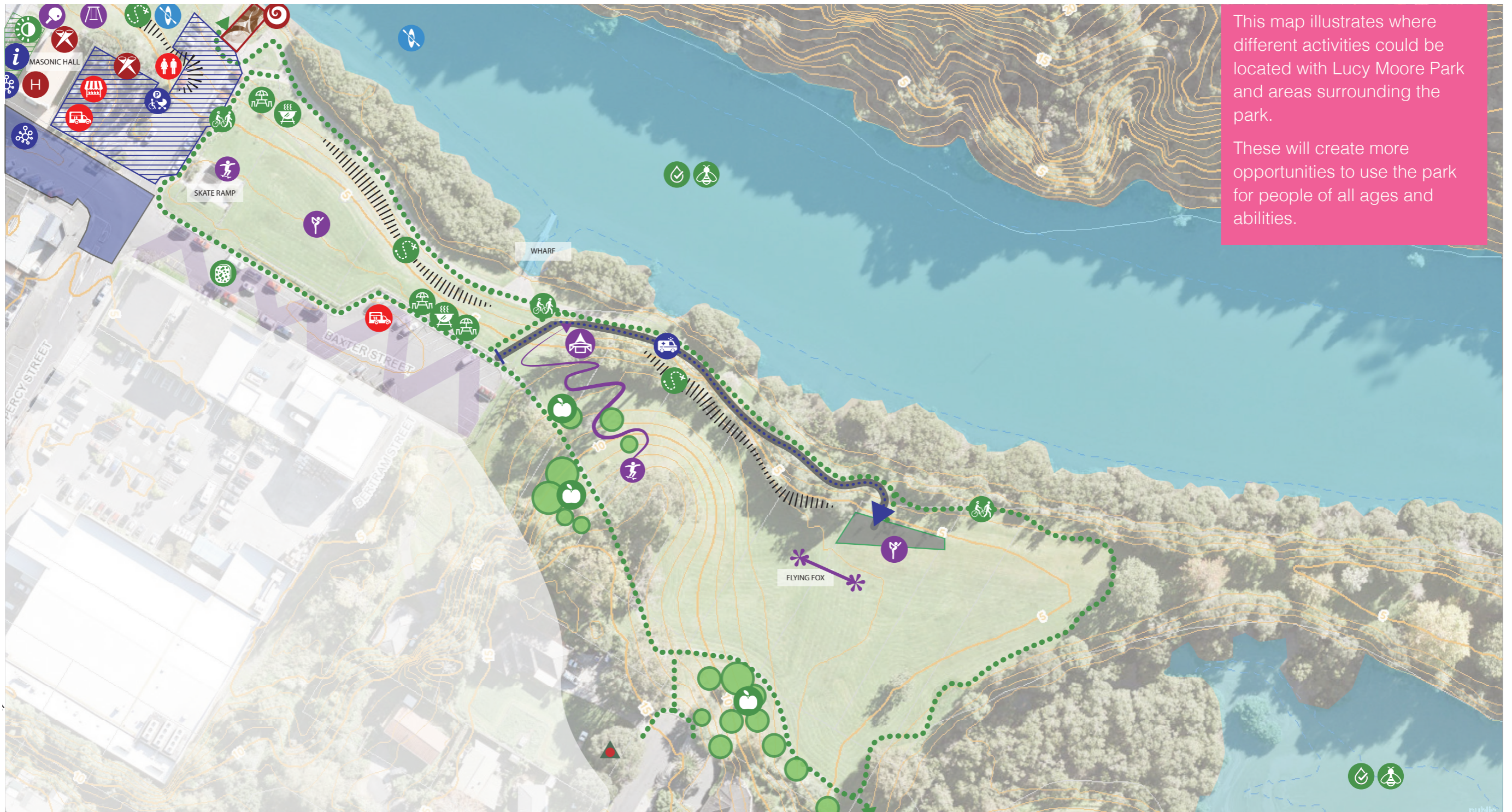
Artist's Impression of proposed activities within the Market Car Park and Lucy Moore Park, alongside Baxter Street.



Photo Source: [www.localmatters.co.nz](http://www.localmatters.co.nz) - Programming of Lucy Moore Park, Carols in Park to spread Christmas cheer



[www.aucklandforkids.co.nz](http://www.aucklandforkids.co.nz) - Grey Lynn Park Playground & Pump Track, Auckland, New Zealand



This map illustrates where different activities could be located with Lucy Moore Park and areas surrounding the park.

These will create more opportunities to use the park for people of all ages and abilities.

- |                            |                      |                                     |                       |  |
|----------------------------|----------------------|-------------------------------------|-----------------------|--|
| Kayak hire and tours       | Scooter/ Skate ramp  | Information centre                  | Water quality         | Maori - Interface with the Awa Mahurangi |
| Local Sunday Market        | Event programming    | Emergency vehicle access            | Sponge city concept   | Heritage sites                           |
| Food truck markets/ events | Existing trampolines | Pedestrian environment improvements | BBQ                   | Art and sculpture                        |
| Public toilets             | Existing Flying Fox  | Universally accessible paths        | Covered picnic tables | Lights                                   |
| Accessible Playground      | Public car park      | Nature trail                        | Permanent Shelter     |  |
| Ping pong                  | Priority car parking | Trail paths                         | Community fruit trees |  |
| XL Swing                   | Transport hub        | Bio diversity focus areas           | Waka landing          |  |

THE RIVERSIDE  
COLLECTIVE

YOUR SPECIALTY  
GROCERY STORE

SH  
EA  
LOV

TO  
RE

GOOD  
FOOD  
HAS

ONE IS THE  
OF TRUE  
- AUGUSTE  
ESCOFFIER

ONE CANNOT THINK WELL, LOVE  
WELL, SLEEP WELL, IF ONE HAS  
NOT DINED WELL. - VIRGINIA  
WOOLFE

PEOPLE CONFUSE ME.  
FOOD DOESN'T. - ANTHONY  
BORQUIN

YOU DON'T NEED LANGUAGE  
WITH FOOD, YOU KNOW. - PAUL  
PATTON

AFTER A FULL BELLY  
ALL IS POETRY. - BLAKE MCGURT  
THE BEST WAY TO KNOW A  
CITY IS TO EAT IT. - SUE WILSON

YOU ARE WHAT YOU  
EAT. BE A BRASS. - MARY  
A PARTY WITH ONE  
GOOD DISH  
MUSIC - MARIO





NEXT STEPS

# IMPLEMENTATION

## The Process

This Puhinui Warkworth Town Centre Plan has been approved by the Rodney Local Board. In the diagram below we are at the Implementation and Work programming stage of the process.

Stage 1 and 2 were undertaken by Community Think with the Puhinui Community Voices report summarising the key themes and outcomes that the town centre plan seeks to achieve.

The Stage 3 technical analysis undertaken in the formation of the draft Town Centre Plan has helped to ensure feasibility of the proposed actions, in relation to the unique character and context of Warkworth. Various ideas were discussed with the community in December 2022 as part of the formation of the Draft Town Centre Plan. Consultation on the Draft was then undertaken as part of the Stage 5 Approval and Endorsement process. This included some minor refinements.

## Next Steps

***“Designing a dream town is easy, rebuilding a living one requires imagination” Jane Jacobs, 1961.***

One of the key functions of Puhinui Warkworth Town Centre Plan is that it will be used to inform policy, planning and investment decisions of the Auckland Council and the Rodney Local Board. The local board will use it as a strategic guide for all future planning and investment decisions in Warkworth with a primary focus on improving amenity and infrastructure in the town.

The successful implementation of this plan though, calls for a collective effort from all of those who have a stake in Warkworth’s future to work together in ways that are creative and bold. Active leadership will be needed with a commitment to action and an ongoing delivery of improvements. World class town centres do not happen by chance, they are innovative, forward thinking and well planned.

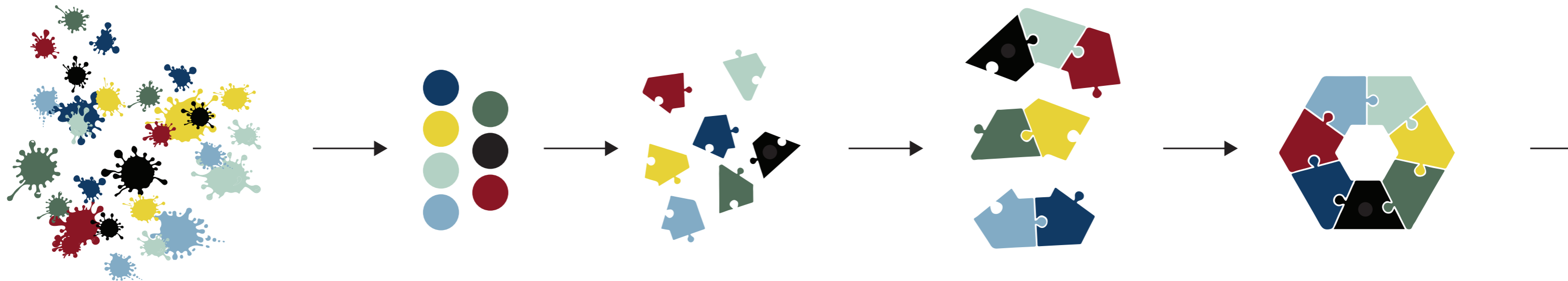
## The key players

They key players include everyone who has local knowledge and a passion for Warkworth. It is clear from the consultation undertaken for the development of this plan that there are many people who hold high hopes of a bright future for Warkworth.

Some of the potential partners include:

- Business community
- Community groups
- Ngāti Manuhiri
- Central government
- Auckland Council
- Rodney Local Board
- Auckland Transport
- Watercare
- Waka Kotahi – New Zealand Transport Agency
- Eke Panuku Development Auckland
- Private sector
- The Warkworth community

Creating the Puhinui Warkworth Town Centre Plan and maintaining the community vision - A summary of the community led design process.



1 - COMMUNITY IDEAS

2 - CATEGORIZE

3 - TECHNICAL DEVELOPMENT & TESTING IDEAS

4 - DRAFT TOWN CENTRE PLAN

### Implementation

An important next step for the Puhinui Warkworth Town Centre Plan will be to develop an implementation framework based on the actions identified the plan. It will prioritise the actions, set out timeframes, identify potential delivery partners and interested stakeholders.

It will also provide a shortened version of the plan which will be useful in promoting it and helping people to understand it better.

