

# Warkworth Structure Plan

## Engagement summary on draft plan

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## Executive Summary

The Warkworth Structure Plan project seeks to develop a land use and infrastructure plan for the 1,000ha of Future Urban zoned land that surrounds Warkworth.

During February and March 2019, a draft version of the Warkworth Structure Plan was released for public feedback. The consultation on the plan included drop in days at the Warkworth Town Hall, an event stand and sausage sizzle outside the Warkworth New World supermarket, and a number of community group meetings. A total of 219 pieces of feedback on the draft plan were received.

Overall, there was an even level of support (42%) and opposition (38%) on the draft Warkworth Structure Plan. The general comments on the plan were mainly around:

- **Transport concerns** (particularly the potential southern interchange with the new motorway but also various future roads, park and ride facilities, the Hill St intersection, parking in the town centre, and other congestion issues).
- **Site specific issues** (e.g. rezoning requests).
- Issues with the **scope of the plan** (e.g. not shifting the Rural Urban Boundary or rezoning the existing 'live' zoned area of Warkworth).
- Querying the provision of enough **open space** and the suitability of the indicative Sports Park location.
- Seeking that the plan show **various new facilities** such as schools, a hospital, a leisure centre, and a swimming pool.
- Opposition to the industrial land and seeking other **business zones** (e.g. General Business, Mixed Use) for high-skilled industry and/or large format retail.
- Ensuring that **infrastructure is provided before growth** (usually related to transport infrastructure).

With regards to specific land uses in the draft plan; feedback was:

- A split of responses on **low density residential** zones with comments that they are either too prevalent across the plan or support for them as shown in the draft plan.
- A mix of responses on **high density residential** zones with comments that support them as shown in the draft plan, oppose them for Warkworth in general, or suggest other locations for them (i.e. closer to the existing town centre).
- A mix of responses on **small retail centres** with comments that support them as shown in the draft plan, request more centres/retail land, or oppose the additional centres.
- Opposition to the **industrial land** and seeking that it be more clustered. There were also concerns about the interface between industry and residential areas and/or streams.
- Support for the **indicative parks** shown in the draft plan and a desire for more/larger parks and a focus of parks on the river network.

- Two-thirds support for the **retention of the Morrison's Orchard** as shown in the draft plan with respondents saying it will contribute to Warkworth's rural, local, and heritage character.
- A very high level of support (81%) for the **Green Network** concept as shown in the draft plan with respondents saying it will help to maintain the natural and rural character, protect the environment, and potentially link up areas for walking and cycling.
- A high level of support (73%) for the **walking and cycling plans** as shown in the draft plan with respondents saying it will provide access to various destinations (schools, town centre, parks etc), reduce car dependence, and improve resident's health and quality of life.

With regards to feedback on **site or area specific matters**:

- There were 34 respondents that **supported the zoning** as shown in the draft structure plan. Nearly two thirds of these requests related to supporting the proposed Single House zoning for the Viv Davie-Martin Drive area. There was also support from some landowners for the Single House zoning proposed in parts of Warkworth north east.
- There were 49 requests **opposed to the zonings** shown in the draft structure plan and requesting a change of zoning. Of these:
  - There were ten requests to change the Viv Davie-Martin Drive area to either a Large Lot zone or a Countryside Living zone.
  - All the proposed industrial land in the draft plan (except for 1ha) was the subject of requests to change the zoning. This included requests to change the new area of Heavy Industry land near the new motorway and requests to change the proposed Light Industry extensions around existing industrial developments near Hudson Road and Morrison Drive.
  - Requests to change the zoning in the draft plan were also received from a number of landowners with detailed proposals outlining their future plans for their land.
- There were nine requests on site or area specific matters around the **Green Network** and these mostly commented that the mapping was incorrect.
- There were 22 requests seeking to add, remove, amend or support **various overlays/controls** including the Quarry Buffer overlay, heritage schedules, landscape protection areas, or landscape screening buffer areas.
- There were 25 requests that related to site or area specific **staging matters**. The majority of these were supporting the Viv Davie-Martin Drive area being sequenced for development from 2022 as shown in the draft structure plan. There were seven requests seeking that the 'Warkworth North East' area be brought forward to the first stage (i.e. from 2022). There was one request in relation to some land around Valerie Close in 'Warkworth South' being brought forward in the staging plan.

The feedback on the draft plan during February and March 2019 was the fourth and final stage of consultation for the Warkworth Structure Plan project.

The response to the main issues and themes from the feedback outlined in this report is explained in a separate report *Response to feedback on the draft plan (May 2019)*. That report outlines the changes proposed to the structure plan based on feedback and why some feedback requests have not resulted in changes to the plan.

The updated structure plan will be taken to the council's Planning Committee on 4 June 2019 for adoption. Once the plan is adopted further communications will occur with stakeholders to outline the final version of the Warkworth Structure Plan and 'close the feedback loop'.

# 1 Introduction

The Warkworth Structure Plan project seeks to develop a land use and infrastructure plan for the 1,000ha of Future Urban zoned land that surrounds Warkworth.

During February and March 2019, a draft version of the plan was released for public feedback. The consultation on the plan included drop in days at the Warkworth Town Hall, an event stand and sausage sizzle outside the Warkworth New World supermarket, and several community group meetings. A total of 219 pieces of feedback on the draft plan were received.

This report seeks to provide a high-level summary of the community engagement initiatives and the main themes from the feedback received.

The layout of the report is that it firstly explains the consultation initiatives used to encourage feedback on the draft plan. It then gives some overall details and demographics of those who gave feedback on the draft plan and explains how their feedback was analysed and grouped. The feedback to each question from the feedback form is then presented with an explanation of each feedback grouping. Some quotes from the feedback are included in italics inside green boxes at the end of each grouping.

## 2 Public consultation initiatives

### 2.1 Building awareness of the Warkworth Structure Plan consultation

The public consultation period ran from 25 February to 25 March 2019. Prior to this, the project team sought to build awareness of this consultation period to encourage feedback. The purpose of these awareness building initiatives was to:

- inform the public that consultation for the draft Warkworth structure plan was open for feedback
- direct the public to channels to provide feedback
- advertise 'drop-in' sessions that the public can attend to ask questions about the draft structure plan and provide feedback.

Months prior to the consultation period, the structure plan project team had a stall with the Rodney Local Board at Warkworth's Kowhai Festival's Huge Day Out (27 October 2018). The purpose of this was to continue the public consultation momentum built up over the project before the draft plan was available for feedback. The project stall contained project maps and flyers for distribution. The stall was visited by hundreds of festival goers and 68 people signed up to receive updates about the structure plan project.

### 2.2 Consultation methods

#### 2.2.1 Drop-in days and project stand events

The project team held two 'drop-in days' to encourage feedback and answer questions on the draft structure plan. The community drop in days were held on:

- Thursday 7 March 2019 from 3pm to 6pm at the Warkworth Town Hall
- Saturday 9 March 2019 from 10am to 2pm at the Warkworth Town Hall

The purpose of the drop in days was to enable the public to ask staff questions or ask for clarification on the draft structure plan and to provide feedback if they wished.

The drop-in sessions were advertised in posters around the town, social media, and local media (see sections below). Landowners and occupiers in the Future Urban zoned land were informed of these drop-in sessions and encouraged to attend.

To explain the draft structure plan, 17 display boards on easels were set up around the hall. On arrival, the people were invited to sign in and provide an email address and asked whether they were representing an organisation. A total of 77 people signed in on the first session on Thursday and 72 people signed in on the second session on Saturday. The display board material can be seen in **Appendix 1**.

A further two projects stand events were held outside the New World supermarket in Warkworth on:

- Saturday 16 March 2019 from 10am to 1pm
- Thursday 21 March 2019 from 2pm to 5pm

The purpose of these project stands was to raise awareness of the project and encourage feedback. It was targeted to those who might not normally engage on the project by looking to meet them in their day-to-day life (rather than expecting them to specially attend a council event).

Four easels with display boards and a free sausage sizzle were set up at the exit of the supermarket. Supermarket customers were able to ask questions, take away project newsletters and feedback forms, or complete feedback forms and return them on the day.

### 2.2.2 Letters to Future Urban zone landowners and occupiers

On 18 February 2019, a letter was sent to all property owners and occupiers in the Warkworth Future Urban zone (the study area) advising them of the upcoming feedback period for the draft Warkworth Structure Plan. The letter welcomed the landowners to attend the drop-in sessions at the Warkworth Town Hall and provided contact details for the project.

The purpose of the letter was to give sufficient notice to landowners and occupiers, as the structure plan has a direct influence on their properties. This letter followed a previous letter (3 April 2018) which notified the same group about the decision to prepare the structure plan. A copy of the February 2019 letter is attached in **Appendix 2**.

### 2.2.3 Project newsletter

A project newsletter entitled “*Warkworth Structure Plan project news*” (February 2019) was produced and sent to households in the Warkworth area and wider surrounds in the week of the 25 February 2019. The newsletter gave a high-level overview of the draft Warkworth Structure Plan including a study area map of Warkworth’s Future Urban zone and the draft structure plan map showing the proposed land uses and high-level roading infrastructure.

The project newsletter advised the public of the drop-in sessions at the Warkworth Town Hall and how to have their say on the draft structure plan. The back of the newsletter contained a tear-out feedback form to enable the community to either post, drop in to a council service centre, or scan and email the completed form. The project newsletter is included in **Appendix 3**.

### 2.2.4 Email to stakeholders

An email was sent on 27 February 2019 to a list of over 700 stakeholders. The stakeholders list was built-up throughout the structure plan project and includes those who provided their email addresses during previous rounds of consultation. The email stated that the draft structure plan was now open to feedback and included links to the project website. A copy of the email is included in **Appendix 4**.

### 2.2.5 Poster for drop-in days

Warkworth Structure Plan posters were produced to build awareness of the consultation on the draft plan. Specifically, these posters advertised the two 'drop-in days' at the Warkworth Town Hall. The posters were put up predominately along the main street of Warkworth. A project team member visited various businesses in Warkworth on 28 February and handed out the posters and explained the structure plan project to business owners. A total of 112 posters (2xA0, 10xA3, 80xA4, 20xA5) were handed out. A copy of the poster can be seen in **Appendix 5**.

### 2.2.6 Warkworth Library and Warkworth Service Centre

The consultation material identified the Warkworth Library and the Warkworth Service Centre as key council venues that the public could visit to view hard copies of the draft Warkworth Structure Plan and the supporting documents. These locations were also where the community could get hard copies of the feedback forms and where feedback forms could be submitted. This was to provide for participants who do not have access to the electronic copies of material or simply prefer to view the hard copy material.

### 2.2.7 Social media

The Warkworth Structure Plan project used Facebook as a social media platform to get a wider reach of respondents. A post was put up on the Rodney Local Board Facebook page on 26 February. Two events were also created on Facebook to build awareness of the two drop-in days at the Warkworth Town Hall.

The intention of the Facebook post was to interact with a wider online community within and around Warkworth. The Facebook post was shared across various community Facebook pages and had a reach of 843 people. The Facebook post on the Rodney Local Board page is included in **Appendix 6**.

The hashtag "#FutureWarkworth" was included in the posts and was also included in print material for the structure plan. There was no Twitter or Instagram use of the hashtag #FutureWarkworth during the consultation period.

### 2.2.8 Local Media

A half page column advertisement promoting awareness of the Warkworth Structure Plan consultation period and the 'drop-in days' was run in the Mahurangi Matters on 27 February 2019. Another similar advertisement was run on 13 March 2019. A copy of these advertisements can be found in **Appendix 7**.

A list of published media articles that referred to the draft Warkworth Structure Plan is below:

- Draft structure plan published. Mahurangi Matters. (25 February 2019)
- Plan shapes Warkworth's Satellite status. Mahurangi Matters. (13 March 2019)
- Business association slams draft Warkworth Structure Plan. Mahurangi Matters. (3

April 2019)

- Warkworth family unveils plan to save heritage orchard. Mahurangi Matters. (3 April 2019)
- Orchard has a long history. Mahurangi Matters. (3 April 2019)
- Mixed reaction to Warkworth Structure Plan. Mahurangi Matters. (17 April 2019)
- New development meets heated business land demand. Mahurangi Matters (17 April 2019)
- Council under pressure over industrial zoned land. Mahurangi Matters (22 May 2019)
- What the draft so proposes.... Mahurangi Matters (22 May 2019)

Copies of the above articles can be found in **Appendix 8**.

### 2.2.9 Project website

All relevant project information was available through the council's website. This included the draft plan documents and maps as well as all the supporting documents and other documents from previous stages of the project. The website included a link to an online feedback form. Access to the material was through the council's 'Have your say' website:

[www.aucklandcouncil.govt.nz/have-your-say/topics-you-can-have-your-say-on/warkworthstructure-plan](http://www.aucklandcouncil.govt.nz/have-your-say/topics-you-can-have-your-say-on/warkworthstructure-plan)

### 2.2.10 Community group meetings

The project team visited various community group meetings to promote awareness of the draft Warkworth Structure Plan consultation process and answer questions on the project. At most of these meetings a presentation was given explaining the draft structure plan. A list of the meetings attended is below:

- One Warkworth Transport Forum, The Oaks, Warkworth (1 March 2019)
- Warkworth Town Hall Talks, Warkworth Town Hall, Warkworth (13 March 2019)
- One Warkworth 'Save our town' meeting, The Bridgehouse, Warkworth (20 March 2019)

The project team also held workshops with the Rodney Local Board on 7 March and 4 April and presented to the council's Rural Advisory Panel on 1 March.

### 2.2.11 Engagement with mana whenua

Mana whenua engagement and discussions have been ongoing throughout the structure plan project. As part of the draft structure plan consultation phase of the project a hui was held with local iwi on 11 March 2019 in which the draft plan was presented. The five iwi groups who expressed interest in being involved in the Warkworth Structure Plan project were invited to the hui:

- Ngāti Manuhiri
- Ngāti Whātua o Kaipara
- Ngaati Whanaunga
- Te Rūnanga o Ngāti Whātua

- Te Kawerau a Maki

Representatives from Ngāti Manuhiri and Ngāti Whātua o Kaipara attended the hui. There were no significant concerns raised around the draft plan at the hui. For further information on engagement with mana whenua throughout the structure plan project please refer to the *Mana Whenua Engagement Summary (May 2019)*.

### 2.2.12 Feedback forms

Feedback forms were prepared to enable quick and easy responses on the draft structure plan. The feedback forms were available:

- at the back of the project newsletter;
- at the local library, service centre and at consultation events; and
- online at the council's 'Have Your Say' website.

The feedback form was semi-structured and encouraged comments through five questions:

- Question 1 asked whether the respondent agreed/disagreed with the land uses proposed and included a free form text space to provide reasons
- Question 2 asked for comments about key aspects of land use proposals - low and high density residential, retail centres, industrial land, indicative parks, and retaining the Morrison's Orchard
- Question 3 asked whether the respondent agreed/disagreed with the proposed green network concept
- Question 4 asked whether the respondent agreed/disagreed with the proposed walking and cycling plans and to provide reasons
- Question 5 invited any other comments on the draft structure plan that did not otherwise fit within questions 1 to 4.

A copy of the feedback form is attached in **Appendix 9**. Completing a feedback form was just one option to provide views on the Warkworth Structure Plan. Feedback was also able to be submitted via email or hardcopy in any format (i.e. emails, letters, reports).

## 3 Responses

### 3.1 Total number of responses

In total 219 pieces of feedback were received. The majority of respondents used the feedback form (160). The other 59 respondents did not use the feedback form but prepared long form feedback (i.e. emails, letters, reports). The next two sections outline the key attributes of respondents.

#### 3.1.1 Feedback from individuals and groups

There were 184 pieces of feedback from individuals. Feedback was received from 35 groups including the following:

- One Warkworth Business Association
- Spatial Plan Working Group
- Warkworth and District Museum Society
- Mahurangi Community Sport and Recreation Collective
- Federated Farmers
- Heritage New Zealand
- Mahu Gym Sports
- Mahurangi College Board of Trustees
- National Road Carriers Association
- Warkworth Rodeo Inc
- Rainbows End and Rivers Environmental Group
- Warkworth and Districts Dog training club

In terms of feedback from groups, there was also feedback received from people in the surrounding rural areas in the Future Urban zone.

#### 3.1.2 Pro-forma feedback

There were two 'pro-forma' types of feedback. The first ("**Pro-forma 1**") was generated through the Mahurangi Action Group's website. The pro-forma form provided a standard response across multiple topics (i.e. housing, green spaces etc). Respondents could choose topics to include in their pro-forma response. There were eight respondents that used Pro-forma 1.

Unlike Pro-forma 1, the second pro-forma type ("**Pro-forma 2**") was not a prepared standard response. Instead, respondents provided feedback on a singular issue which related to the impacts of the potential southern interchange on traffic past Mahurangi College. Seventeen respondents used Pro-forma 2.

## 3.2 Respondent demographics

Demographic information was an optional section of the feedback form and not every respondent completed this. Some notable demographic information from those that completed this section is covered below:

- over half of the respondents were 55 years or older
- 10% were under 35 years old
- there was a fairly even gender split (48% female, 51% male)
- 83% of the respondents were Pakeha/NZ European
- 96% of respondents were from the Rodney Local Board area.

## 3.3 Feedback analysis methodology

In developing the coding framework, the project team chose to retain the structure of the feedback form. This means that a coding framework was developed for each question (i.e. questions 1 to 5), rather than collating all responses more generally by topics (i.e. housing, transport, environment etc). This method provides a more precise and detailed overview of responses to each question.

For the 59 pieces of non-form feedback, the most relevant code was used. For instance, if the feedback point related to the low density residential areas in the draft plan, the relevant code for question 2 would be used.

To develop the coding framework, every piece of feedback was read to identify the main themes across all the formats. These themes were developed into the coding framework. Feedback was then reread and coded against this framework. One answer could be recorded against more than one question code if the answer raised various issues. The coding framework is included in **Appendix 10**.

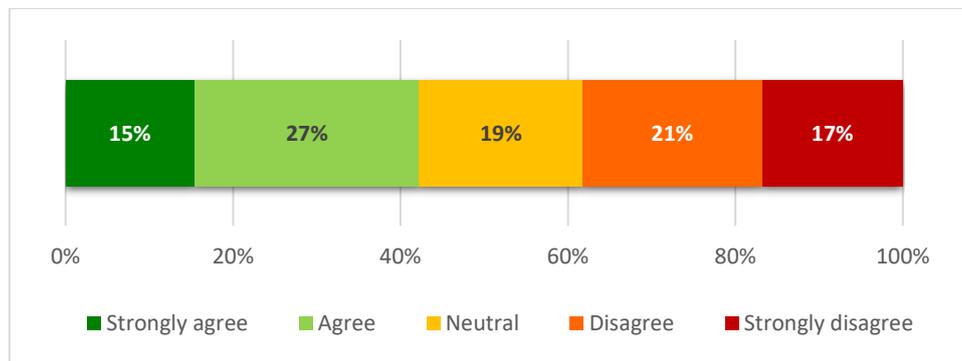
Some single respondents submitted various feedback through email, online submission and/or posted a paper feedback form. To avoid double counting, this feedback was combined and counted as one response. The exception was where a respondent submitted feedback on behalf of an organisation and separate feedback as an individual.

An analysis of the coded feedback is included in the section below. All site or area specific zoning/overlay/control/staging issues were separated out and are covered separately in section 4.6 of this report.

## 4 Feedback received

### 4.1 Question 1: Overall what do you think about the land uses shown in the draft Warkworth Structure Plan?

Question one of the feedback form invited general feedback about the proposed land uses in the draft structure plan. Respondents were asked if they agreed/disagreed with the proposed land uses. Of the 149 responses there was an even split of those in favour of the land uses in the draft plan and those opposed. As shown on **Figure 1** below, 42 percent agreed or strongly agreed with the land uses proposed while 38 percent disagreed or strongly disagreed.



**Figure 1: Responses to the land uses in the draft structure plan**

Question 1 also included space for free-text comments for respondents to explain their thoughts on the land uses shown in the draft plan. Due to the general nature of the comments in this section and the significant overlap with comments received under question 5 ('any other feedback') the comments under question 1 have been analysed together with question 5. This is covered in section 4.5 of this report.

### 4.2 Question 2: Comments on the location of specific land uses

#### 4.2.1 Low density residential

This question invited comments on the proposed areas shown as low density residential in the draft Warkworth Structure Plan. The responses have been grouped in the following table and each grouping is explained below.

Type of comment	Number of comments
Site or area specific zoning/overlay/control/staging comments	16
General opposition/there should be <i>less</i> low density residential proposed	15
General support for proposed low density residential	14
There should be <i>more</i> low density residential than proposed	4

General transport comments	3
Other	15
Don't know	2
<b>Total</b>	<b>69</b>

**Figure 2: Table of responses on the low density residential areas**

### **Site or area specific zoning/overlay/control/staging comments**

Sixteen respondents made site or area specific comments around zonings, overlays/controls, or staging. Site or area specific comments are summarised in section 4.6 of this report.

### **General opposition/there should be *less* low density residential proposed**

Fifteen respondents generally opposed the low density residential areas and/or requested that the plan show *less* areas of low density residential. These comments included:

- low density single house developments are bad for the environment;
- low density developments encourage car centric towns; and or
- low density developments are a waste of land.

*“[The] single house zone is the most inefficient and least sustainable form of development, it should be the last resort not first option. It should not be inside the RUB as it defeats the council aim of ‘compact city’.”*

### **General support for proposed low density residential**

Fourteen respondents generally supported the proposed low density residential areas in the draft plan. Most of the comments were about preserving the ‘country’ feel and to maintain the character of Warkworth. Some submitters commented that the location and balance of low density residential in the draft plan was good.

*“Support the lower density residences - we want the country feel.”*  
*“Essential to maintain character of Warkworth.”*

### **There should be *more* low density residential than proposed**

Four submitters commented that there needs to be *more* land identified for low density residential to preserve the rural character of the town. Some commented that the geotechnical and ecological makeup of Warkworth lends itself to low density residential.

*“Not enough to retain the rural character of the town, and ecological and geotech considerations need to be foremost.”*

## Transport comments

There were three transport comments that expressed frustration with road congestion issues.

*“The present build up on Sandspit Road/Matakana Road & Hill Streets is very frustrating to locals wanting to commute within the area.”*

## Other comments

The 15 comments in the ‘Other’ section included various assorted comments. Some related to low density residential matters while others were on different topics and/or difficult to assess what the writer was wanting to convey. Some of the comments included:

- that there isn’t enough green space;
- comments suggesting an extension of the Rural Urban Boundary to accommodate more low density residential areas;
- concerns over a proposed Refuse Transfer Station at 183 Sandspit Road (currently going through a resource consent process that is separate to this structure plan process).

### 4.2.2 High density residential

This question invited comments on the proposed areas shown as high density residential in the draft Warkworth Structure Plan. The responses have been grouped in the following table and each grouping is explained below.

Type of comment	Number of comments
General support for high density residential development/more high density residential needed	16
Suggested characteristics for high density residential developments	14
Oppose high density residential	14
High density residential areas should be close to town centre	13
High density residential in wrong locations/suggested other general locations	9
Site or area specific zoning/overlay/control/staging comments	8
Transport/Other	8
Don’t know	2
<b>Total</b>	<b>84</b>

Figure 3: Table of responses on the high density residential areas

## **General support for high density residential / more high density residential zoning needed**

Of the sixteen comments in this section, fourteen respondents generally supported the high density residential in the draft plan. Feedback included:

- comments that the draft structure plan struck an appropriate balance between high and low density residential development across Warkworth
- the high density residential developments were appropriately located in the south and around key nodes
- a mix of housing types meets varied housing needs and is more affordable

Two further comments requested more high density residential zoning and should be distributed more widely across the plan.

*“High density residential [is] important for being able to optimise a flourishing vibrant town with an inner township vibe while allowing the outskirts to remain more rural”*

## **Suggested characteristics for high density residential development**

Fourteen comments outlined suggested characteristics that should be considered when determining the location and design of high density residential areas. These included:

- that they need to be supported by appropriate infrastructure (such as public transport and walking access).
- that high density residential areas must be balanced across Warkworth and include green spaces to keep the village feel of the town.

*“Development should provide for related retail, community and green space areas.”*  
*“Close to public transport.”*

## **Oppose high density residential developments**

Fourteen respondents opposed the high density residential areas in the draft plan for the various reasons including:

- that high rise developments will destroy the small town, village atmosphere in Warkworth.
- generally oppose with high density residential developments, particularly for Warkworth.

*“[High density residential] is not appropriate for Warkworth as [a] rural/ semi-rural area. [It is] not high density like Auckland Central, North Shore, West Auckland and South Auckland”*

## **High density residential areas should be close to the town centre**

Thirteen respondents commented that high density residential should be located closer to the existing Warkworth town centre. Some reasons for this included to encourage residents

to walk to services, rather than adding to existing car congestion, and to encourage more vibrancy in the town centre.

*“Put higher density residential living adjacent to the river and closer to the existing town centre to encourage use of the river and improve its vibrancy”*

### **High density residential in wrong locations/suggested other general locations**

Nine respondents did not agree with the locations of the high density residential areas in the draft plan. Some comments were about the locations generally being wrong. Other comments provided the reasons they disagreed with the locations on the draft plan, such as a disconnect with transport links.

*“Too much and in the wrong place, when looking at the proposed transport links.”*  
*“Shouldn’t be in just one area, particularly if want to maintain the township and not just create it’s own town next door.”*

### **Site or area specific zoning/overlay/control/staging comments**

Site or area specific comments on zonings, overlays/controls, or staging were received across several questions and they are summarised in section 4.6 of this report.

### **Transport / Other**

There were two transport comments under this question. One respondent commented that main roads should not go through high density residential areas and the other sought a large park and ride. There were six ‘Other’ comments covering various issues.

### **4.2.3 Small retail centres**

This question invited comments on the proposed areas shown as small retail centres in the draft Warkworth Structure Plan. The responses have been grouped in the following table and each grouping is explained below.

Type of comment	Number of comments
General support for small retail centres	15
Need more retail centres/centres are too small/need to accommodate large format businesses	14
Too many retails centres/too fragmented	12
Small retail centres in the wrong locations/add additional centres	10
Factors to consider when locating small retail centres	8
Other	7

Don't know	0
<b>Total</b>	<b>66</b>

**Figure 4: Table of responses on the small retail centres**

### **General support for small retail centres**

Fifteen respondents generally supported the small retail centres as shown in the draft plan. The feedback included comments such as small retail centres could act as social hubs and that local shops could reduce car dependency and congestion.

*“Friendly space to meet others”*  
*“Makes it easier for young families or [those] with no transport to develop a relationship to their immediate neighborhood”*

### **More retail centres/the centres are too small/need to consider large format businesses**

Of fourteen respondents, six respondents said that the centres shown in the draft plan were insufficient. A further six submitters thought the retail centres needed to enable other types of retail businesses such as large format stores (i.e. big box retail) and a mall. Two submitters commented that these centres should be mixed use so that other types of businesses such as professional services, visitor accommodation, and technology businesses can locate in Warkworth.

*“Not large enough.” “Need more shops.”*  
*“There does not appear to be any provision for commercial activities such as technology businesses, professional services, visitor accommodation, and general office space.”*

### **Too many retail centres/too fragmented**

Twelve respondents did not support the concept of small retail centres across the structure plan area. The comments included:

- that the existing Warkworth town centre needs to be strengthened and the new retail centres could threaten the local character of the area
- the small centres seem quite fragmented

*“Very split and haphazard.”*  
*“Retail needs to be together not scattered all over town.”*

### **Factors to consider when locating small retail centres**

Of the eight comments in this category, three said that traffic access and parking needed to be carefully considered for the small retail centre locations to alleviate congestion. Four commented that the new small centres need to be close to high population densities so that

residents can walk to them. One commented that the aesthetics need to be considered when designing these retail centres and there should be less development like the ‘Grange’.

*“Near...high density housing to mitigate the need to travel”*  
*“With plenty of parking, not just enough”*  
*“A few shops here and there is OK but let’s not make another Grange for now anyway.”*

**Add additional retail centres/centres are in the wrong locations**

Of the ten respondents under this category, six respondents stated that the centres are in the wrong locations. The comments included:

- three commented that the neighbourhood centre along Woodcocks Road is too close to other bulk retail establishments.
- one commented that Matakana Road is difficult to access and therefore it might be better to locate the neighbourhood centre closer to the Warkworth Showgrounds.
- two commented that the centres are not equitably located or are generally in the wrong place.

Four respondents commented that additional centres should be added to various locations.

*“[Centre is] too close to the bulk retail area on Woodcocks Road”*  
*“[Add] additional centre to north east, adjacent to or near Matakana Link Rd.”*

**Other comments**

The seven comments in ‘Other’ category included:

- comments on the types of retail (i.e. need another supermarket, no \$2 stores or low quality retail)
- whether high skilled employment will be enabled in these centres
- questions about how the existing Warkworth town centre has been considered in the proposal to add these small existing Warkworth retail centres.

**4.2.4 Industrial land**

This question invited comments on the proposed areas shown as industrial in the draft Warkworth Structure Plan. The responses have been grouped in the following table and each grouping is further detailed below.

Type of comment	Number of comments
General opposition/cluster industrial land together/look outside RUB	40
Concern about the interface between residential areas/the environment and industrial areas	19
General support	15
Site or area specific zoning comments	11
Transport comments	5

Other/locate on flat land	11
Don't know	0
<b>Total</b>	<b>101</b>

**Figure 5: Table of responses on the industrial areas**

### **General opposition/cluster industrial land together/look outside the RUB**

The most common response (40 comments) to this question was general opposition to the industrial zones as proposed in the draft structure plan.

Of these, 19 respondents requested that industrial land is more clustered together and not fragmented across the structure plan area. Various reasons were given for this preference including increasing transport efficiency and reducing potential reverse sensitivity.

There was no clear preference for an area to cluster these industrial zones. Instead, respondents made suggestions that included several possible areas such as:

- in north Warkworth by the existing industrial zoned land
- in the south on the flat land
- along Woodcocks Road by the existing industrial zoned land
- around Morrison's Drive

*“Four separate industrial areas makes no sense and ensures that heavy traffic/trucks etc are then spread throughout the area instead of concentrating them into one space.”*

A further eleven responses were more generally opposed to the industrial land with comments such as there being too much of it, being in the wrong locations, and potential traffic issues (e.g. congestion, trucks on local roads).

*“In the wrong place - when looking at the intended use and the road network around them, [it will not] be able to deal with possible heavy lorries and equipment”*

Another ten comments asked that the Rural Urban Boundary ('RUB') be shifted to find more suitable industrial land. Respondents commented that areas outside the RUB provide sufficient large flat areas that are better suited to industrial uses than those shown in the draft plan. The most commonly suggested area for new industrial land outside the RUB was between the new motorway and Kaipara Flats Road in the north.

*“Extend RUB to Kaipara Flats Road - industrial from motorway to KF [‘Kaipara Flats’] Road gives continuity with Goatley Road.”*

### **Concern about the interface between residential areas/the environment and industrial areas**

Concerns about the industrial land and its relationship to its surrounding environment was a concern for 19 respondents. More specifically, comments related to the effects of industrial land on surrounding residents (i.e. noise, dust, heavy vehicular traffic). On the other hand,

there was concern raised through industry feedback about the impacts of their operations on residents (reverse sensitivity issues).

Comments also related to the potential environmental contamination from industrial land. Respondents commented that the proposed industrial zones were too close to the upper reaches of the Mahurangi River tributaries. There was concern about the impact of this zoning on the river's health.

There were also comments on the importance of 'buffering' and screening industrial zoned land from adjacent residential or other zones sensitive to the effects of industrial land uses. Reasons given included the desire to mitigate potential adverse effects on adjacent zones and to provide a 'green screen' or a more aesthetically pleasing view.

*"Light and heavy industry zoned land is placed next to residential zoned land with no (or only a road) buffer to protect from noise, dust etc. This detracts from the residential environment and also affects the ability for the industrial land to be used effectively and will create issues now and in the future."*

*"A suitable landscape strip.... incorporating large trees will ensure that views from more elevated residential areas to the west are filtered towards the industrial area. Such landscape would also provide a definite separation between these urban uses."*

### **General support**

Fifteen respondents supported the proposed industrial land in the draft structure plan. The comments supported the placement of these industrial zones with reference to encouraging employment and having good transport connections.

*"If you are going to produce more jobs in Warkworth, you need more industrial land (to be made) available"*

### **Site or area specific zoning comments**

Ten respondents had site or area specific comments on industrial zoned land. Site or area specific zoning comments are summarised in section 4.6 of this report.

### **Transport comments**

Five respondents were concerned about the impacts of industrial zones on the transport network. These concerns included poor accessibility to the new motorway and the impacts of heavy trucks on local roads.

*"Need to ensure that the road network supplying the industrial areas is sufficient in terms of route planning for transport links and the road surface."*

### Other/locate on flat land

There were eight 'Other' comments in this section on various matters including questioning whether enough industrial land was shown on the draft plan and a further three comments suggesting that the new industrial land had to be located on flat land.

*"Heavy industrial requires flat land and large plots."*

### 4.2.5 Potential new parks

This question invited comments on the potential new parks shown in the draft Warkworth Structure Plan. The responses have been grouped in the following table below and each grouping is further explained below.

Type of comment	Number of comments
General support/want more parks	37
Comments on the size of parks (i.e. too small or too big)	17
Focus on river	15
Factors to consider in locating parks	13
Specific park location suggestions	13
Facilities requests	10
Oppose indicative park locations	8
Other	13
Don't know	0
<b>Total</b>	<b>126</b>

**Figure 6: Table of responses on the indicative parks**

#### General support/want more parks

Overall, the most common response (37 comments) was support for the indicative parks in the draft plan or comments asking for more parks.

Of these, 19 generally supported the indicative park network for reasons including:

- as young families move into the area, it will be good to have parks.
- parks are very necessary across the area.
- parks can be small pockets for environmental protection.

A further 18 respondents commented on the need for more parks, or that the area 'can't have too many' parks. Some of these comments included:

- more parks are always welcomed
- concerns over the lack of sufficient park land, particularly with the population growth
- despite financial constraints and pressure on the land, there is a need to ensure sufficient park land is reserved now

*"I strongly support this - new parks would certainly aid the community, and hopefully encourage children to spend more time outdoors."*

*"Can never have enough."*

### **Comments on the size of parks**

Seventeen respondents commented on the size of proposed parks (i.e. they are too big or too small). One respondent commented that small parks encourage interaction between residents. However, 16 respondents questioned the size of the proposed parks, commenting that these might be too small. These comments included:

- that the neighbourhood parks are too small for a rural township.
- that if there was a trade-off, fewer large community/sports or recreation parks would be preferred over more smaller ones.

*"The parks are better to be larger and less infrequent than small and frequent."*

*"All too often they are left to the developer and too small. Need to be some larger parks"*

### **Focus on the river**

There were 15 respondents that commented that the river can and should be more of a focal point for the park network. These comments included:

- eight (Pro-forma 1) respondents commented that the river should be the main spine for the network of parks and cycleways.
- two respondents commented that the smaller neighbourhood parks proposed for Viv-Davie Martin Drive area faces the motorway and is contrary to principle that the river is the focal point of the town.
- five respondents commented that park network should find a way to embrace the river as a focal point.

*"The river can be a strong backbone of a rich network of linear parks, paths and cycleways, provide active access throughout the town."*

### **Factors to consider in locating parks**

Thirteen respondents commented on the need for parks to be in proximity to high density residential areas or areas where the bulk of the population will be located. Some respondents commented that to maximise synergies, the sports park should be located near schools. Others commented that the land uses would dictate the park's locations and that the parks should be connected by the green network.

*"Parks should be where there is the highest density of people."*

*"The parks should be interconnected by the green network."*

### **Specific park location suggestions**

Thirteen respondents commented on various specific locations where they sought that a park/sports park should be located, either in addition or in place of an indicative park shown on the draft plan.

*“An additional park near the show grounds would be ideal.”*  
*“The Falls area needs to be extended. It is one of the prettiest areas in Warkworth.”*

### **Request for facilities on parks**

Ten respondents commented on the need for facilities and amenities to be provided as well as parks. Specific amenities that were mentioned include:

- skate park, cycling and scooter trails.
- dog off-leash areas.
- playgrounds and play spaces for children.
- BBQ facilities, toilet blocks etc.

The pony club specifically mentioned that more parkland and facilities are required for the club to operate with its growing membership. Some other submitters commented that a multi-sport facility, water play area, or a swimming pool would be needed for the sporting community.

*“A community sports centre, swimming pool and gym is required”*  
*“I would love to have new parks in the area with one including, a skate park and bike/scooter paths.”*

### **Oppose indicative park locations**

Eight respondents commented that some of the proposed parks are in the wrong areas. Four respondents commented on the parks that are proposed in the Warkworth north west area. They opposed these parks as they said they are likely to overlook the new motorway. Three others commented on the sports park proposed for the south and that the area is boggy and will need significant drainage to be used as a sports park. One other respondent commented generally that the indicative parks are in the wrong areas.

*“Too small and overlooking motorways, not in the right spots.”*  
*“The current largest sportsfield location [in the south] is shown over wetland so this is clearly not the best place to put it.”*

### **Other**

The 13 comments in the ‘Other’ category covered various issues including:

- that maintenance of the parks needs to be considered.

- questions about the acquisition process (i.e. how the land will be acquired).
- seeking assurance that the land will not be subject to development pressures for other uses.

#### 4.2.6 Retention of Morrison’s Orchard

This question invited comments on the proposal in the draft Warkworth Structure Plan to retain the Morrison’s Orchard as the area around it is urbanised. The responses have been grouped in the following table and each grouping is explained below.

Type of comment	Number of comments
General support/contributes to natural and rural character/heritage value	50
General oppose/query benefits/wrong process	22
Don’t know	4
Other	6
<b>Total</b>	<b>82</b>

Figure 7: Table of responses on the retention of the Morrison’s Orchard

##### General support/contributes to rural character/heritage value

Overall 50 respondents supported the retention of Morrison’s Orchard as shown in the draft plan. Of these, 35 of the comments were supportive but general in nature.

*“Like the idea of this being retained and not developed.”*  
*“Great idea.”*

A further ten respondents supported retaining the Morrison’s Orchard because they said it helps keep the natural and rural character of Warkworth. Some added that it is valuable to protect food production and productive soils in Warkworth.

*“Yes, good idea as it keeps the rural feel of the area.”*  
*“Great idea. This will give Warkworth a real point of difference and breakup the residential areas.”*

A further five respondents supported retaining the Morrison’s Orchard because they said it retains a part of Warkworth’s heritage.

*“Retention of Morrison’s Orchard- excellent- only get one chance to do so and this connects us all to our history and where we live.”*  
*“I support the retention of Morrisons Orchard as an important part of Warkworth’s history and character.”*

## General opposition/query benefits/wrong process

Overall 22 respondents opposed or queried the retention of the Morrison's Orchard as shown in the draft plan.

Of these, six respondents generally opposed its retention and commented that:

- it is valuable land that can be put to other uses (i.e. residential, sports, industrial).
- it is questionable why this land has been afforded special status, but others cannot (i.e. Morrison's can be exempt from development, but other unwilling parties cannot be exempt).
- generally opposed to the idea.

*"I think to retain this land as an orchard is not supported. This area forms a logical connection and should be developed for residential purposes, whether that is industrial or residential."*

Five respondents commented that the retention of the Morrison's orchard should not occur through this structure plan process as:

- this is a site-specific issue and it should not be part of the structure plan.
- the Morrisons can keep operating the orchard into the future and do not need the special status afforded to it.
- land could be used better and seems at odds with Council's compact city vision.
- land is scarce, and it is unclear what the impact of excluding the Morrison's land from where development would be.
- could exacerbate conflicts with other land uses in future.

*"The orchard can continue to operate under the current and future zoning for the foreseeable future and should not enjoy protected status. This land could be put to better use."*

Eleven respondents queried the benefits or the reasons that the Morrison's orchard should be retained, and comments included:

- the purposes of retaining the orchard are unclear.
- it is not significant or historical to Warkworth.
- it is unlikely to retain the rural character of Warkworth.

*"Why pick out this one? Is it historic?"*

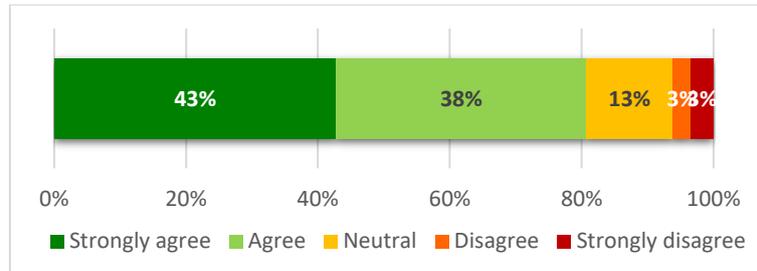
*"I don't really understand how this will be a 'feature of the town'."*

The six comments in the 'Other' category covered various matters including:

- other areas that should be protected (i.e. Hepburn & Wilson Roads)
- the retention of the orchard should be left up to the land owners to decide.

### 4.3 Question 3: What do you think about the green network concept?

Question 3 on the feedback form invited feedback on the draft plan’s Green Network concept. Respondents were asked if they agreed/disagreed with the proposed Green Network. Of the 145 responses, there was overwhelming support for the concept. As shown on **Figure 8** below, 81 per cent agreed or strongly agreed with the Green Network concept while only 6 per cent disagreed or strongly disagreed.



**Figure 8: Responses to the Green Network concept in the draft structure plan**

Question 3 also included space for free-text comments for respondents to explain why they agreed or disagreed with the Green Network concept. The responses have been grouped in the following table and each grouping is explained below.

Type of comment	Number of comments
General support of the Green Network concept	80
Support more land being included in the Green Network	20
Concern around public access vs environmental values	14
Generally opposed to the Green Network concept	10
Other	16
Don't know	0
<b>Total</b>	<b>140</b>

**Figure 9: Table of responses on the Green Network concept**

#### General support of the Green Network concept

The majority of respondents (80 comments) supported the Green Network concept. Of these, ten comments were general in nature.

*“I agree with regeneration.”*

*“Our land needs protecting, and this seems an effective way to do it.”*

A further 20 respondents supported the Green Network concept, commenting that it will aid in protecting the rural character/views of Warkworth. Comments centred around the balance this green network will provide against the growth and development in Warkworth.

*“As we develop buildings, we should not forget to develop our vegetation to help offset our concrete and steel.”*

*“Retention and/or rehabilitation of green spaces will provide a pleasant visual amenity [and will] protect to some extent our rural character.”*

A further 20 respondents supported the Green Network concept, commenting that it will enhance and protect the waterways within Warkworth. Most of these commented that the Green Network and revegetation around streams is a good method to protect the waterways against pollution and sedimentation generated from the future development of Warkworth.

*“Water ways need to be protected at all costs. The more the better.”*

*“Retention of water quality vital with need to restrict silting of rivers and streams.”*

A further 16 respondents supported the Green Network concept, commenting that it will protect and enhance the natural environment (i.e. birds, bush, wildlife). These comments saw the future development of Warkworth as a risk to its natural environment and identified the Green Network concept as contributing to a healthy environment.

*“We need areas for native bush and birds.”*

*“There is a considerable risk apparent for the local environment, so that ‘green corridors’ for the remaining wildlife are essential.”*

Nine respondents supported the Green Network concept, commenting that it could be a potential connector across the structure plan area, particularly with potential use of the network for walking and cycling.

*“Must have good access, connected walkways.”*

*“Should incorporate well landscaped amenities [and] facilities for walks/biking/children’s play.”*

Five respondents commented on the importance of green spaces (including the Green Network) in improving the liveability and attractiveness of a place.

*“Green spaces keep people content”*

*“This adds immensely to the quality of life of the population and thus to their wellbeing and contentment.”*

## Support more land being included in the Green Network

Twenty respondents supported more land being included in the Green Network. Most comments were around:

- the need for larger margins around wetlands and streams
- developers should be required to set aside larger tracts of green spaces
- integrate the Green Network into commercial and residential developments
- the Green Network area proposed is not enough – need more areas to go into this protected network.

Six of these respondents identified specific areas to include in the green network. Seven pro-forma (Pro-forma 1) respondents commented on the need for the Mahurangi River to be better encapsulated as part of the green network and that a wider stream margin should be considered.

*“You have not gone far enough. You have a responsibility to ensure that all our streams, wetlands and bush are cared for and protected. Margins need to be bigger.”*

*“Not done in an aggressive enough nature. It needs to protect the wetlands and river sources for the generations to come.”*

## Concerns around public access and environmental values

Fourteen respondents raised concerns around the balance between potential public access to the Green Network and the environmental protection and rehabilitation planned within them.

*“Often esplanade reserves are heavily planted out which means the ability to also use them as walking/cycle/bridleway tracks is severely limited, if not impossible.”*

*“The plan doesn't go far enough in providing adequate spaces for people... as much of this green network looks to be set aside for planting.”*

## Generally opposed to Green Network concept

Ten respondents opposed the Green Network. Two were generally opposed, while a further eight opposed the Green Network as it places an undue burden on private land. Reasons for not supporting the Green Network include concerns around:

- who is responsible for the ongoing maintenance of the Green Network?
- the loss of valuable developable land (particularly those landowners who have a significant proportion of their land in the Green Network).
- the accuracy of the green network mapping (e.g. flood plain mapping).

*“Worried about giving up part of your land for the green network.”*

*“Firstly, who will maintain this land? It should only be for major streams and not small drains and the area marked flood zones.”*

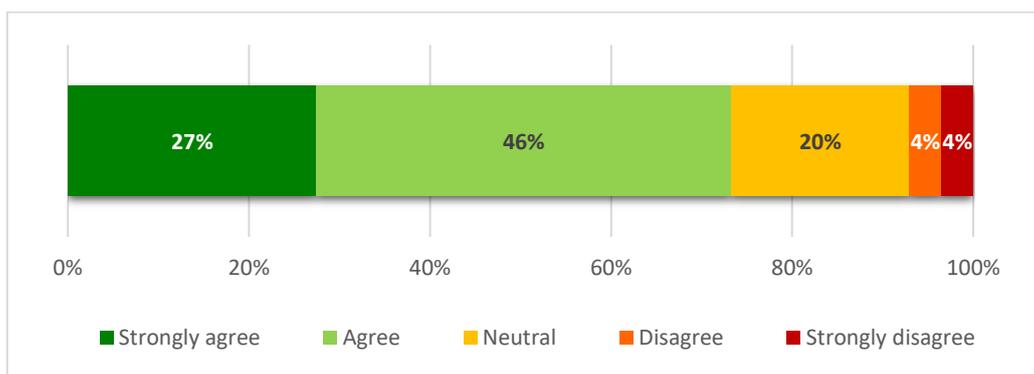
## Other

16 comments in the 'Other' category included various comments such as:

- adding a Green Network on the banks Mahurangi River
- to focus on the quality of the Green Network rather than quantity.

## 4.4 Question 4: What do you think about the plans for walking and cycling around Warkworth?

Question 4 on the feedback form invited feedback on the draft structure plan's walking and cycling plans around Warkworth. Respondents were asked if they agreed/disagreed with the proposed walking and cycling plans. Of the 142 responses, there was overall support for the plans. As shown on **Figure 10** below, 73 per cent agreed or strongly agreed with the walking and cycling plans while only eight per cent disagreed or strongly disagreed.



**Figure 10: Responses to the cycling/walking plans in the draft structure plan**

Question 4 also included space for a free-text comments for respondents to explain why they agreed or disagreed with the walking and cycling plans. The responses have been grouped in the following table and each grouping is further explained below.

Type of comment	Number of comments
General support for walking and cycling network	55
Network is not comprehensive enough	16
General opposition to the emphasis on walking and cycling	15
Cycleways and walkways should enable other users too (i.e. bridleways, dog walkers, e-scooters)	11
Cycling and walking in Warkworth is currently unsafe	10
Cycleways should not go alongside roads	9
Other	17

Don't know	0
<b>Total</b>	<b>133</b>

**Figure 11: Table of responses on the walking/cycling plans**

### **General support for walking and cycling plans**

Of the 55 respondents that supported the walking and cycling network, 34 comments were generally in support with reasons such as reducing car reliance. This included eight Pro-forma 1 respondents commenting that the walking and cycling plans assist in moving towards a low carbon future.

*“Should be part of any modern town/city.”*

*“The future focus of a healthy happy community is made up of people connecting with others and where we live, this is achieved best by getting people out of their cars and being active within our surroundings and community.”*

Eleven respondents supported the walking and cycling plans commenting that they are important for health and quality of life benefits.

*“...not only functionality but also to enhance the wellbeing of the citizens. This can help to make a harmonious place to live. The proposed cycle/walk ways are an important part of that.”*

*“For too long, it’s been about the cars and trucks - now it’s a chance to really develop the areas for the people to get fit, stay fit and enjoy nature”*

Ten respondents supported the walking/cycling plans commenting that they will improve access to different destinations. Most of these respondents commented that:

- walkways and footpaths are needed to access shops, work and sports fields.
- eight respondents mentioned that the ability to walk to schools is important.

*“It’s important walking and cycle networks are in place from residential areas to the township and schools.”*

*“I would assume that they would be in place to serve the community, not only for recreation, but for all residents to be able to cycle to schools, and work. To be able to walk to schools, and work. To be able to get to Transport Hubs from home.”*

### **Network is not comprehensive enough**

Sixteen respondents commented that the walkway/cycleway linkages could be extended. Nine of these suggested extending the linkages to the outer settlements around Warkworth such as Matakana, Leigh, and Snells Beach. Seven respondents mentioned generally that the network could be more extensive than currently proposed.

*“Not sure it is comprehensive enough but realise it will be a work in progress as development takes place.”*

*“They are not comprehensive enough and should be prioritised above roading.”*

### **General opposition to the emphasis on walking and cycling**

Fifteen respondents opposed the cycling and walking plans in the draft structure plan. Reasons for opposition included:

- the traffic and roads need to be sorted first before you can think about the cycleways and walkways
- very few people end up using them and Warkworth is too hilly
- cycleways are often a large expense
- as a rural town there are plenty of outdoor leisure pursuits without needing cycleways

*“Very few residents will use these options, we are a car society!!!”*

*“The realities are that this will mainly be for recreational purposes as the distances and topography of the town make it unlikely that many people would cycle/walk to work or to do their shopping etc.”*

### **Cycleways and walkways should enable other users too (i.e. brideways, dog walkers, e-scooters)**

Ten respondents commented that the cycleways and walkways should allow for a range of uses such as dog walkers, horse riders, e-scooters, e-bikes etc. Respondents commented that as vehicular traffic volumes increase, these users will get pushed off the roads as well.

*“There needs to be provision on this network for the inclusion of electric scooters/bikes and mobility scooters.”*

*“Brideways where possible should also be included.”*

### **Cycling and walking is currently unsafe in Warkworth**

Ten respondents commented on safety issues with cycling and walking within Warkworth at present. Comments included:

- lack of footpath infrastructure alongside roads and where footpaths exist, they do not connect with certain areas.
- vehicle speeds deter people from walking and (especially) cycling.

*“Currently walking and cycling can be hazardous because of proximity to traffic and failure of motorists to adhere to the advertised speed restrictions.”*

*“Walking most places outside immediate Warkworth is dangerous as the roads are narrow and there are few footpaths or they currently don't connect.”*

### **Cycleways should not go alongside roads**

Nine respondents commented that cycling and road traffic are a bad mix and therefore cycleways should be separated from roads. Comments on this topic included:

- cars do not give sufficient space to cyclists.
- heavy vehicles are a danger to cyclists.
- roads with high volumes of vehicular traffic will conflict with cyclists.

*“We need to ensure cycleways and walkways are a priority but completely separate from road transport for safety reasons”*

*“The idea is good, but cycleways and walkways that are placed alongside roads can be awful - yet are proposed alongside some major roads and this linkage between cycleways and roads is not necessary nor desirable.”*

## Other

The 16 comments in the ‘Other’ category covered various matters including:

- the proposed walking and cycling network in the draft structure plan was hard to follow and unclear.
- walking and cycling uses need to be separated.
- walking and cycling networks need to be prioritised in the areas of highest density.
- it is unclear how this will be built, whether the cycleway/walkways are aspirational at this stage or whether it requires the developer to install the cycleway/walkway in line with the network plan.

## 4.5 Question 5: Do you have any other feedback on the draft Warkworth Structure Plan?

Question 5 on the feedback form invited respondents to give ‘any other’ feedback on the draft Warkworth Structure Plan. As stated in section 4.1, the comments under this question overlap with the comments under Question 1 (“overall what do you think about the land uses shown in the draft Warkworth Structure Plan?”). Therefore, the analysis of the comments for these two questions has been combined under this section.

Questions 1 and 5 had space for free-text comments for respondents to explain why they agreed or disagreed with the land use plans or what other comments they had on the plan. The responses have been grouped in the table below and each grouping is further explained in the text below the table.

Type of comment	Q1	Q5	Total
Transport comments	28	94	122
Site or area specific zoning/overlay/control/staging comments	52	19	71
Review the scope of the structure plan	22	16	38
Parks comments	21	13	34
General support for draft plan	29	4	33

Show/provide various facilities	13	16	29
Business land comments	27	0	27
Provide infrastructure before growth	12	11	23
General opposition to draft plan	10	12	22
Retain heritage and rural character of the town	0	15	15
Residential density comments	9	0	9
Other	25	26	51
Don't know	4	0	4
<b>Total</b>	<b>252</b>	<b>226</b>	<b>478</b>

Figure 12: Table of responses on Question 1 and Question 5

### Transport comments

The most commented issue under these questions (Q1 and Q5) was transport. The highest number of comments were received on the potential southern interchange with the new motorway. This included seventeen Pro-forma 2 comments around the potential traffic impacts on Mahurangi College from a southern interchange.

*“I want to say that a southern interchange to the motorway is essential.”*

*“I am very concerned that the proposed location of the new interchange will have a detrimental impact on Mahurangi College. The proposed location would channel traffic headed to Warkworth along the Valerie Close extension onto Woodcocks Road, then past the college onto SH1. The resulting increase in traffic and congestion would pose a serious risk to the health and safety of our students as they enter and exit college each day.*

The rest of the transport comments covered various transport matters including:

- Fixing the Hill Street intersection
- Park and Ride provision within Warkworth
- Matakana Link Road (alignment/timing)
- Western Link Road (alignment/timing)
- Sandspit Link Road (alignment/timing)
- Cycleways/walkways
- Lack of parking in the town centre
- General traffic congestion comments

The general nature of most comments was to outline the significant transport issues already in Warkworth and then seek various transport infrastructure interventions to alleviate the congestion.

*“Matakana Link road should connect direct to the new roundabout. Snells Beach Rd to Matakana Rd link is required now. These connections are key parts of a ring road.”*

*“Hill St intersection must be top priority. No development with Matakana Road/ Sandspit Road should be allowed until this intersection is fixed. Full stop.”*

### Site or area specific zoning/overlay/control/staging comments

There were 71 comments under these questions (Q1 and Q5) that related to site or area specific zoning, overlay/control or staging matters. Site or area specific comments on these issues were received across several questions and they are summarised in section 4.6 of this report.

### Review the scope of the structure plan

There were 38 comments under these questions (Q1 and Q5) that queried or sought that the structure plan has a wider mandate. These included comments seeking that the structure plan:

- review the Rural Urban Boundary (most comments sought to extend it).
- cover the existing 'live' zoned areas of Warkworth (not just the Future Urban zone).
- extend over outlying settlements such as Snells Beach.

This category also included comments questioning why Warkworth needed to accommodate such a large amount of population growth.

*“Strongly believe Auckland Council need to revisit the RUB - this is because there are better options for land use (especially for sport/recreational use and industrial use) outside of the RUB.”*

*“Firstly, it does not take into account the existing township. How can a visionary structure plan be created ignoring the town current zoned land - seems nuts. How can you plan for our FUTURE when you IGNORE the PRESENT - seems against all planning rational...”*

### Parks comments

There were 34 comments under these questions (Q1 and Q5) that related to parks, including sports parks. These included comments that:

- queried whether there is provision of enough open space.
- suggested that the location of the proposed sports park (in the southern part of the study area) is unsuitable.
- included specific comments on the detailed design of open spaces.

*“I really wonder... whether there are enough parks of sufficient size for sports fields in the south and west.”*

*“We need more kid friendly spaces on a larger scale, community spaces. The Showgrounds is a great example, but it would be nice to have more large parks with green areas and playgrounds and good parking. Possibly a power supply that could support bands etc/maybe barbecues and a covered pergola.”*

### General support for the draft plan

There were 33 comments under these questions (Q1 and Q5) that generally supported the draft structure plan. Respondents commented that:

- the structure plan will assist Warkworth's grow and progress.
- the residential and business expansion will benefit the area.
- the structure plan is balanced and considered in its approach.
- it reflects community concerns and feedback provided.

*"The consultation process has been good, time has been spent to discuss and understand the resident's needs, this preparation has been reflected well within the new plan."*

*"The structure plan is very thorough in addressing the particular urban planning needs which it addresses. The structure plan provides an easily assimilable explanation of matters that is seeking to address, and makes considered findings and approaches."*

*"I attended the planning workshop last year and I feel that the draft structure plan reflects the concerns and interests of the majority of the people who were present."*

### **Show/provide various facilities**

There were 29 comments under these questions (Q1 and Q5) that sought the provision of various community and social facilities in Warkworth, alongside the future growth and development of the town. These requested facilities included:

- schools
- hospitals or accident and emergency rooms
- leisure centres
- swimming pool

Most of these comments requested that the structure plan show these facilities on the structure plan map.

*"Where will the hospital go the new high school that is desperately needed, and the leisure centre that with the massive population will be needed as well?"*

*"As our population grows this [access to recreational facilities] realistically needs to be future proofed. Things like...a council owned public pool."*

### **Business land comments**

There were 27 comments under these questions (Q1 and Q5) that related to business land. These included matters such as:

- the location and extent of the areas of industrial land.
- the lack of any new General Business zoned land or Mixed Use zoned land.
- the lack of provision for high-skilled industries.
- the lack of provision for large format retail.

*"The light industrial areas are fragmented...poor planning."*

*"No zones or areas are identified for future... research, or hi-tech industry."*

*"I believe we need to plan for the beginnings of an area like 'The Base' retail area in Hamilton (but obviously not on that scale at present)."*

### **Provide infrastructure before growth**

There were 23 comments under these questions (Q1 and Q5) that sought the provision of infrastructure (usually related to transport) before any future development for new dwellings or businesses occurs.

*“Infrastructure such as roads that can cope with increased traffic flows must be in place ahead of development.”*

*“Concerned that the infrastructure will always be behind the housing growth. Current medical centres, schools, recreational and libraries will not be able to keep up. This needs forward planning and resources.”*

### **General opposition to draft plan**

There were 22 comments under these questions (Q1 and Q5) that generally opposed the draft plan. Respondents commented that:

- the structure plan is not visionary.
- general opposition to growth and change in Warkworth.
- the structure plan did not consider public or community feedback.

*“This appears to be a tick box exercise that will give us a poor urban environment with heavy industry at its heart, lousy motorway connectivity, and scattered high density housing.”*

*“Fragmented town put together by land owners with an agenda. Weak council vision.”*

### **Retain heritage and rural character of the town**

There were 15 comments under these questions (Q1 and Q5) that sought that the plan should generally attempt to retain the heritage and rural character of Warkworth.

*“Keep the historic nature of Warkworth as much as possible to encourage strong community feeling.”*

*“We like our current ‘rural feel’ and wish to maintain this as much as possible.”*

### **Residential density comments**

Nine comments under these questions (Q1 and Q5) were related to residential density. These comments were both for and against increased residential density.

*“The higher density residential areas will spoil the social & small town values so valued by residents.”*

*“Low density development cannot facilitate public transport system and will encourage people to use private car.”*

## Other

There were 51 “Other” comments under these questions (Q1 and Q5). These covered various issues including:

- the legibility of parts of the draft structure plan.
- comments on the structure plan process.
- partial or tentative support of the plan.
- detailed/site specific issues (i.e. public toilets needed in town, reference to resource consent applications).

## 4.6 Site or area specific zoning, overlay/control, or staging matters

As outlined in various sections above, respondents included site or area specific requests on zoning, overlays/controls and/or staging matters across a number of questions. All these requests have been collated under this section for analysis.

### 4.6.1 Site or area specific zoning matters

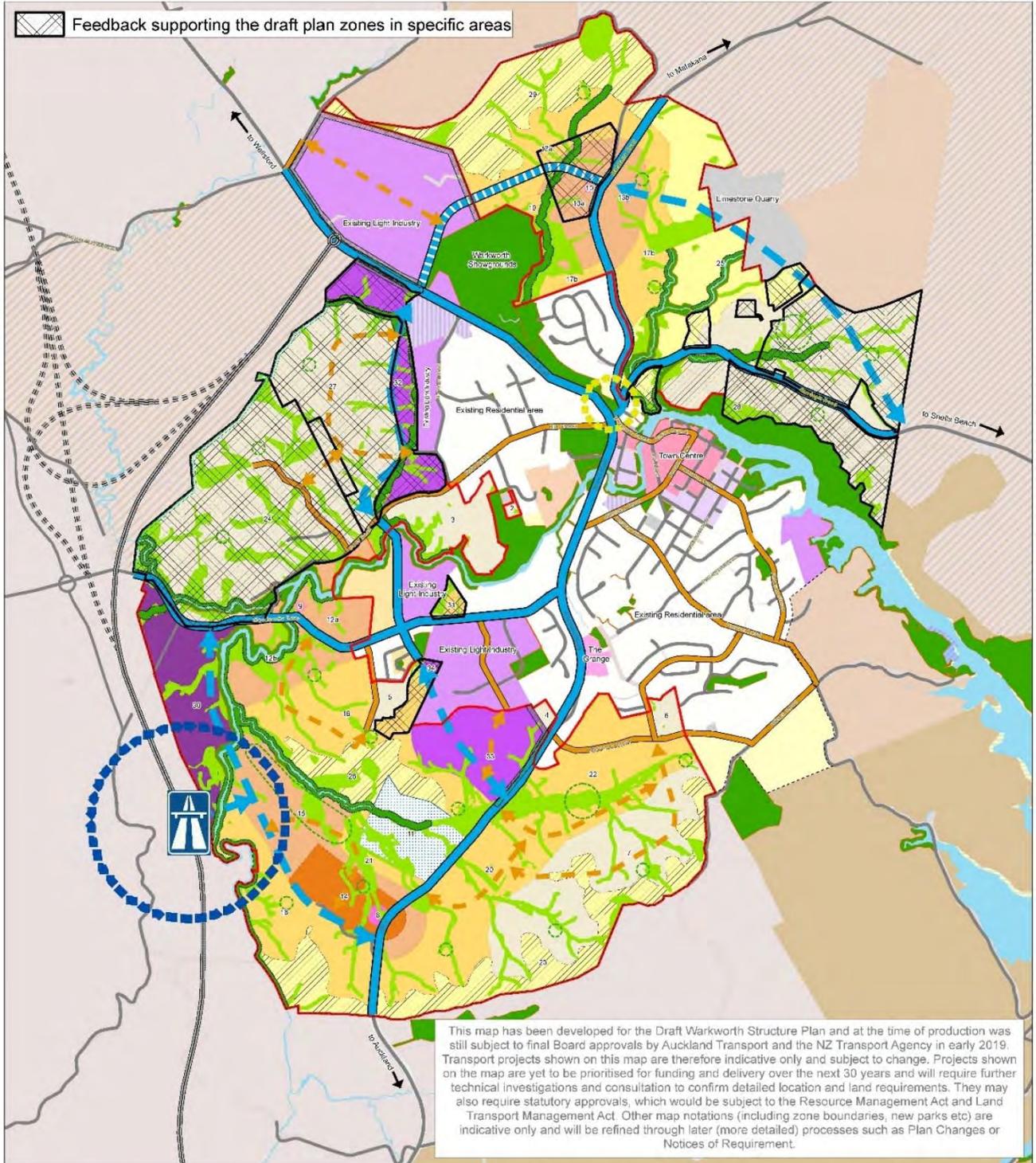
There were 83 requests received that related to site or area specific zoning matters. Of these, 34 supported the zoning as shown in the draft structure plan. These are listed in the table below (**Figure 13**) and are spatially shown on the map below (**Figure 14**). Nearly two thirds of these requests (21 out of 34 requests) relate to supporting the proposed Single House zoning shown on the draft plan for the Viv Davie-Martin Drive area. There was also support from some landowners for the Single House zoning proposed in parts of Warkworth north east.

#	Address/description	Proposed zoning in draft plan	Request
20	177 Sandspit Road	Single House	Support
20	183 Sandspit Road	Large Lot	Support
21	Viv Davie-Martin Drive area	Single House	Support
41	Viv Davie-Martin Drive area	Single House	Support
42	Viv Davie-Martin Drive area	Single House	Support
47	Viv Davie-Martin Drive area	Single House	Support
48	Viv Davie-Martin Drive area	Single House	Support
50	Viv Davie-Martin Drive area	Single House	Support
66	220 Falls Road (area immediately north of rear boundary at 44 Viv Davie-Martin Drive)	Single House	Support
67	265 Sandspit Road	Large Lot Single House	Support
72	Viv Davie-Martin Drive area	Single House	Support
73	Viv Davie-Martin Drive area	Single House	Support

<b>74</b>	Viv Davie-Martin Drive area	Single House	Support
<b>75</b>	Viv Davie-Martin Drive area	Single House	Support
<b>77</b>	Viv Davie-Martin Drive area	Single House	Support
<b>78</b>	Viv Davie-Martin Drive area	Single House	Support
<b>82</b>	Viv Davie-Martin Drive area	Single House	Support
<b>87</b>	198 Sandspit road	Single House	Support
<b>93</b>	Viv Davie-Martin Drive area	Single House	Support
<b>94</b>	Viv Davie-Martin Drive area	Single House	Support
<b>116</b>	36 Sandspit Road	Large Lot	Support
<b>117</b>	Proposed Light Industry zone adjacent to Hudson Road industrial area	Light Industry	Support
<b>117</b>	Viv Davie-Martin Drive area	Single House	Support
<b>121</b>	Lot 51 DP339152 297 Falls Road	Mixed Housing Suburban	Support
<b>121</b>	Viv Davie-Martin Drive area	Single House	Support
<b>173</b>	Viv-Davie Martin Drive area	Single House	Support
<b>174</b>	360 Sandspit Road	Single House	Support
<b>181</b>	Viv Davie-Martin Drive area	Single House	Support
<b>191</b>	99 Sandspit Road	Large Lot Single House	Support
<b>215</b>	Viv Davie-Martin Drive area	Single House	Support
<b>215</b>	Viv Davie-Martin Drive area	Single House	Support
<b>224</b>	245 Matakana Road	Mixed Housing Urban Mixed Housing Suburban Neighbourhood Centre	Support
<b>225</b>	Lot 2 DP 166891, Mason Heights	Mixed Housing Suburban	Support
<b>225</b>	Lot 2 DP 166891, Mason Heights	Light Industry	Support

**Figure 13: Table of comments supporting site or area specific zonings in the draft plan**

 Feedback supporting the draft plan zones in specific areas



This map has been developed for the Draft Warkworth Structure Plan and at the time of production was still subject to final Board approvals by Auckland Transport and the NZ Transport Agency in early 2019. Transport projects shown on this map are therefore indicative only and subject to change. Projects shown on the map are yet to be prioritised for funding and delivery over the next 30 years and will require further technical investigations and consultation to confirm detailed location and land requirements. They may also require statutory approvals, which would be subject to the Resource Management Act and Land Transport Management Act. Other map notations (including zone boundaries, new parks etc) are indicative only and will be refined through later (more detailed) processes such as Plan Changes or Notices of Requirement.

### Feedback supporting the draft plan zonings



0 250 500 1,000 Metres

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-  New Interchange - south facing ramps only
-  Ara Tūhono - Warkworth to Waiwera Indicative Alignment
-  New Collector Roads with cycleways (Potential routes)
-  Collector Roads (Upgrade existing road including cycling provision)
-  Arterial Roads (Upgrade existing road including cycleways)
-  New Arterial Roads with Cycleways (Potential routes)
-  Matakana Link Road - Te Honohono ki Tai
-  Ara Tūhono - Pūhoi to Warkworth (under construction)
-  Rural Urban Boundary (RUB)
-  Landscape Screening Area
-  Potential buffering/screening area from motorway
-  Protection areas (not for development)
-  Existing Open space
-  Future esplanade reserves (20m) on subdivision
-  Indicative locations of new open space
-  Study Area
-  Business case for long term improvements to the Hill Street intersection
-  Areas for further landscape protection controls
-  Business - Heavy Industry Zone
-  Business - Light Industry Zone
-  Business - Local Centre Zone
-  Business - Neighbourhood Centre Zone
-  Morrisons Orchard
-  Residential - Large Lot Zone
-  Residential - Mixed Housing Suburban Zone
-  Residential - Mixed Housing Urban Zone
-  Residential - Single House Zone
-  Residential - Terrace Housing and Apartment Buildings
-  Potential investigation of 'live' zone rezoning
-  School

*This map has been prepared for consultation purposes only. The information is indicative and may change as a result of further research.*

Figure 14: Map of site or area specific zonings that received support

There were 49 respondents that opposed the zonings shown in the draft structure plan and requested a change to the zone. These are listed in the table below (**Figure 15**) and are spatially shown on the map below (**Figure 16**). Note that there is overlap between the maps in Figures 14 and 16 as the same area of land can receive comments from someone supporting its zoning and from someone else seeking a different zoning of the same land.

Similar to the requests supporting the zoning in the draft structure plan, the most common area for requests to rezone land was the Viv Davie-Martin Drive area. There were ten requests to rezone the Viv Davie-Martin Drive area to either a Large Lot zone or some type of Countryside Living zone.

Another notable feature of the rezoning requests was that all the proposed industrial land in the draft plan (with the exception of 1ha) was the subject of requests to change the zoning. There were seven requests to rezone the proposed Heavy Industry land near the new motorway to various zones including rural-residential, residential, commercial and General Business. The proposed Light Industry extensions around existing industrial developments were also requested to be rezoned to Mixed Housing Suburban, Mixed Housing Urban, Neighbourhood Centre, and/or Mixed Use.

Requests for rezoning were also received from a number of landowners with detailed proposals outlining their future plans for their land. These included requests from the Warkworth Land Company (#149), Turnstone Capital (#220), Karariki Ltd (#184), the Morrisons (#118 and #150), North Star Estate (#199), and Bill Endean (#162).

There were also six requests to change the zoning of land in the draft structure plan that is outside of the Future Urban zone (the study area).

#	Address/description	Proposed zoning in draft plan	Preferred Zoning
23	Hudson Road industrial area	Light Industry	Not specified (‘shift all industry away from Hudson Road’)
32	Area 30 on draft structure plan map	Heavy Industry	Not specified (‘rural residential’)
32	Area 31 on draft structure plan map	Mixed Housing Suburban	Not specified (‘high density residential or retail’)
38	Viv Davie-Martin Drive area	Single House	Large Lot
39	Corner Hepburn Creek and Hepburn Road	<i>Outside study area</i> (Large Lot in Auckland Unitary Plan)	Not specified (‘farm’)

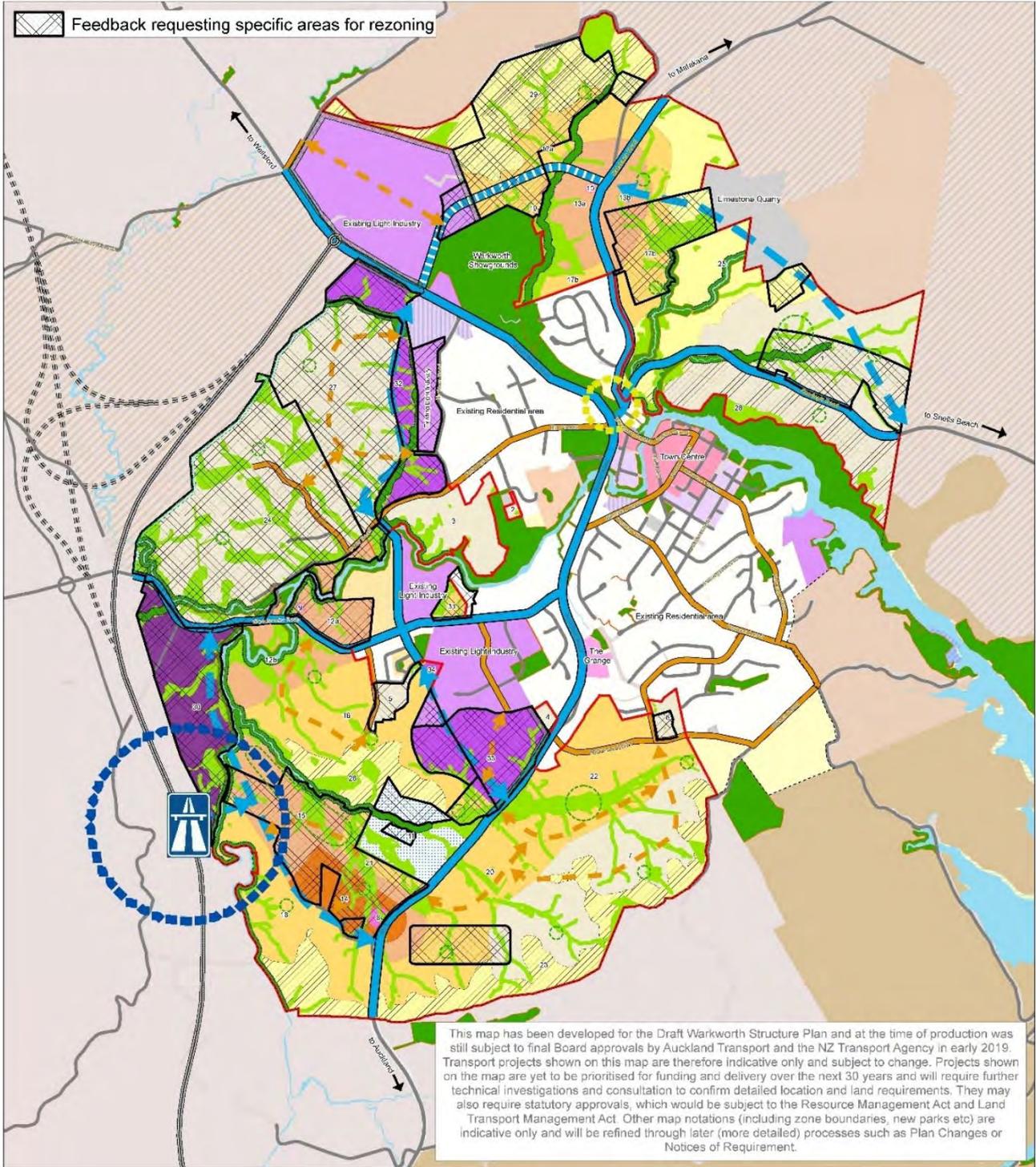
#	Address/description	Proposed zoning in draft plan	Preferred Zoning
45	Viv Davie-Martin Drive area	Single House	Countryside Living
55	8 Valerie Close	Terrace Housing and Apartment Building	Local Centre
65	3 Matakana Road	<i>Outside study area</i> (Large Lot in Auckland Unitary Plan)	Single House
82	Falls Road area	Single House Mixed Housing Urban	Not specified (‘no high density around Falls Road’)
83	Viv Davie-Martin Drive area	Single House	Large Lot (‘or Large Lot only to the east of Viv Davie-Martin Drive’)
84	Viv Davie-Martin Drive area	Single House	Large Lot
85	54 & 58 Woodcocks Road	Mixed Housing Suburban	Not specified (‘high density housing – consistent with Stockyard Falls’)
112	Valerie Close Area	Terrace Housing and Apartment Building Local Centre Mixed Housing Urban	Various (‘adjust zones as per concept plan submitted’)
114	1829 SH1	Light Industry	Not specified (‘Not Light Industry’)
129	125, 169, 171 Sandspit Road	Large Lot Mixed Housing Suburban	Single House
131	The southern portion of the Heavy Industry zone	Heavy Industry	Not specified (‘not Heavy Industry’)
132	The southern portion of the Heavy Industry zone	Heavy Industry	Not specified (‘not Heavy Industry’)
133	Area 33 on draft structure plan map	Light Industry	Not specified (‘not Light Industry’)
135	Viv Davie-Martin Drive area	Single House	Not specified (‘how it is currently zoned - Countryside Living’)
135	Lot 4 DP 473567	Heavy Industry	Not specified (‘commercial or residential’)
137	Area 31 on draft structure plan map	Mixed Housing Suburban	Not specified (‘light industry or retail (i.e. centre zones)’)
138	Viv Davie-Martin Drive area	Single House	Large Lot

#	Address/description	Proposed zoning in draft plan	Preferred Zoning
138	Area 30 on draft structure plan map	Heavy Industry	Not specified (‘mixed use, commercial or residential’)
138	Viv Davie-Martin Drive area	Single House	Countryside Living (‘there should be no further subdivision’)
149	Warkworth Land Company land (Warkworth North)	Large Lot, Mixed Housing Suburban	Single House, Mixed Housing Suburban, Mixed Housing Urban (Neighbourhood Centre inferred from text)
149	Warkworth Land Company land (Warkworth North)	<i>Outside study area</i> (Light Industry in Auckland Unitary Plan)	Mixed Housing Urban
150	1773 SH1	Orchard	Mixed Housing Suburban (‘on area for house’)
150	1773 SH1	Orchard	Large Lot (‘on steep part not used the orchard’)
150	1829 SH1	Light Industry	Mixed Use and Mixed Housing Suburban
154	Hudson Road industrial area	<i>Outside study area</i> (Light Industry in Auckland Unitary Plan)	Heavy Industry
154	1738 SH1 (‘adjacent to SH1, opposite Area 14’)	Mixed Housing Suburban	Terrace Housing and Apartment Buildings
158	Corner of Falls Road and Hudson Road	Light Industry	Not specified (‘residential’)
159	Lot 7 DP 483407 (‘adjacent to Area 31’)	<i>Outside study area</i> (Light Industry in Auckland Unitary Plan)	Not specified (‘bulk retail’)
163	183 Sandspit Road	Large Lot	Light Industry
168	Viv Davie-Martin Drive area	Single House	Not specified (‘oppose any increase in density from current zoning - Countryside Living’)
169	Clayden and Stevenson Land	Large Lot, Mixed Housing Suburban	Single House, Mixed Housing Suburban, Mixed Housing Urban
184	154 Matakana Road	Mixed Housing Suburban, Mixed Housing Urban, Large Lot	Mixed Housing Urban, Large Lot
185	Viv Davie-Martin Drive area	Single House	Not specified (‘oppose any increase in density from current zoning’)

#	Address/description	Proposed zoning in draft plan	Preferred Zoning
189	54 Woodcocks Road ('area adjacent to Area 31')	Single House	Not specified ('high density housing or Light Industry')
199	Lot 2 DP 510787 (McKinney Road)	Single House	Mixed Housing Suburban
201	Area 30 on draft structure plan map	Heavy Industry	General Business
201	Viv Davie-Martin Drive area	Single House	Large Lot
212	21 & 35 Clayden Road	Large Lot	Mixed Housing Urban
216	100 and 110-138 Woodcocks Road ('land to the north, south or west of Summerset retirement village')	Mixed Housing Urban	Mixed Housing Suburban or Single House
219	1773 SH1	Orchard	Large Lot ('on steep part not used the orchard')
219	1829 SH1	Light Industry	Mixed Housing Suburban and Mixed Use Zone
219	Area 30 on draft structure plan map	Heavy Industry	Not specified ('residential use')
220	220 Falls Road ('Stubbs Farm – private plan change land')	Single house & Light Industry	Mixed Housing Urban, Mixed Housing Suburban, General Business, Neighbourhood Centre ('consistent with zoning in private plan change')
220	Neighbourhood centre on Woodcocks Road	Neighbourhood centre	Not specified ('remove Neighbourhood Centre')
225	17 Gumfield Drive	<i>Outside study area</i> (Light Industry in Auckland Unitary Plan)	Mixed Housing Suburban ('2.5ha portion')
225	Lot 2 DP 166891, Mason Heights	Single House	Mixed Housing Suburban ('existing consented development area')
226	265 Sandspit Road	Single House	Mixed Housing Urban or Suburban ('for parts close to Sandspit Road or Town Centre')

Figure 15: Table of comments on site or area specific rezoning requests

Feedback requesting specific areas for rezoning



This map has been developed for the Draft Warkworth Structure Plan and at the time of production was still subject to final Board approvals by Auckland Transport and the NZ Transport Agency in early 2019. Transport projects shown on this map are therefore indicative only and subject to change. Projects shown on the map are yet to be prioritised for funding and delivery over the next 30 years and will require further technical investigations and consultation to confirm detailed location and land requirements. They may also require statutory approvals, which would be subject to the Resource Management Act and Land Transport Management Act. Other map notations (including zone boundaries, new parks etc) are indicative only and will be refined through later (more detailed) processes such as Plan Changes or Notices of Requirement.

### Feedback requesting rezonings



0 250 500 1,000 Metres

Date Printed: 26/04/2019

- New Interchange - south facing ramps only
- Ara Tūhono - Warkworth to Wellsford Indicative Alignment
- New Collector Roads with cycleways (Potential routes)
- Collector Roads (Upgrade existing road including cycling provision)
- Arterial Roads (Upgrade Existing road including cycleways)
- New Arterial Roads with Cycleways (Potential routes)
- Matakana Link Road - Te Honohono ki Tai
- Ara Tūhono - Pihohi to Warkworth (under construction)
- Rural Urban Boundary (RUB)
- Landscape Screening Area
- Potential buffering/screening area from motorway
- Protection areas (not for development)
- Existing Open space
- Future esplanade reserves (20m) on subdivision
- Indicative locations of new open space
- Study Area
- Business case for long term improvements to the Hill Street intersection
- Areas for further landscape protection controls
- Business - Heavy Industry Zone
- Business - Light Industry Zone
- Business - Local Centre Zone
- Business - Neighbourhood Centre Zone
- Morrison's Orchard
- Residential - Large Lot Zone
- Residential - Mixed Housing Suburban Zone
- Residential - Mixed Housing Urban Zone
- Residential - Single House Zone
- Residential - Terrace Housing and Apartment Buildings
- Potential investigation of 'live' zone rezoning
- School

This map has been prepared for consultation purposes only. The information is indicative and may change as a result of further research.

Figure 16: Map of site or area specific rezoning requests

#### 4.6.2 Site or area specific overlay/control matters

There were 31 comments that related to site or area specific overlay/control matters. Nine of these related to the Green Network and a further 22 comments were on various overlays/controls.

The comments on the Green Network are listed in the table below (**Figure 17**). These comments cover the following matters:

- the flood plain is not accurate.
- streams are either not there or are just drains.
- covenanted bush is not shown.
- expand the network to include small isolated 'islands'.

#	Address	Green Network issue
133	7 Toovey Rd	Around 80% of the site is covered by the Green Network (unfair).
46	N/a	The flood plain (as part of the Green Network) on their property is shown as too large.
55	8 Valerie Close	The drain on this land dug in 1990s should be taken off the Green Network map.
66	44 Viv Davie-Martin Drive	Some existing covenanted bush on property is not shown on Green Network (please correct this).
224	245 Matakana Rd	The eastern streams are not as extensive as shown in the Green Network.
218	<i>Outside study area</i> (Ngahau St, Anne Burton Dr, Motiti St)	Protected areas through a recent subdivision should also be shown as part of the Green Network.
202	27 SH1	The drain on this property is intermittent – it runs dry for over 2 months a year. Also, the NX2 project will be filling and piping this land.
183	317 Woodcocks Road	Oppose the Green Network on this land - these areas have never flooded.
157	Area 17b on the structure plan map	This small area should also be included in the Green Network (as it is otherwise a small isolated island).

**Figure 17: Table of site specific comments on the Green Network**

The comments on the other overlays/controls are listed in the table below (**Figure 18**). These comments seek to add, remove, amend or support the following overlays/controls:

- heritage schedules.
- landscape protection areas.
- landscape screening buffer areas.
- Quarry Buffer overlay

#	Address/area/item	Current draft WSP control	Requested relief
20	177 Sandspit Road	Future extension of Quarry Buffer	Remove any future Quarry Buffer overlay from this site
20	183 Sandspit Road	No controls proposed ( <i>note that the Auckland Unitary Plan show this site already within the Quarry Buffer Zone</i> )	Remove Quarry Buffer overlay
87	187 Sandspit Road	Area for further landscape protection controls	Remove from part of the site (not needed over entire site based on views from the Town Centre).
111	Boundaries with rural zones	Varies across the study area but generally no controls proposed	Add a landscape screening area along rural boundaries ('buffer zones between urban and adjacent rural areas')
116	Combes & Daldy Lime Works site	Future scheduling of the 'extent of place' for the Combes and Daldy Lime Works heritage site	Support scheduling
116	Wilson's Cement Company Dam & Reservoir	Future scheduling of the Wilson's Cement Company Dam & Reservoir heritage site	Support scheduling
116	Riverina	Future scheduling of the Riverina heritage site	Support scheduling
116	66 McKinney Road	No controls proposed	Add heritage building for scheduling
116	317 Woodcocks Road	No controls proposed	Add heritage building for scheduling
116	190 Matakana Road	No controls proposed	Add heritage building for scheduling
116	25 Francis Place	No controls proposed	Add heritage building for scheduling
116	76 Matakana Road	No controls proposed	Add heritage building for scheduling
116	360 Sandspit Road	Future scheduling of heritage oak tree	Support scheduling tree
116	190 Matakana Road	Future scheduling of heritage oak trees	Support scheduling trees
149	Warkworth Land Company land (Warkworth North)	Area for further landscape protection controls	Remove landscape control in this area
150	Development north of Mahurangi River	Area for further landscape protection controls	Support landscape control in this area
169	148 Claydon Road	Area for further landscape protection controls	Remove landscape control in this area
174	360 Sandspit Road	Area for further landscape protection controls	Remove from part of the site (reduce area to just that south of the ridge)
174	360 Sandspit Road	Future scheduling of heritage oak tree	'Not opposed'

179	'Live' zoned Light Industry north of Showgrounds	Landscape screening area	Remove landscape screening area from this area
191	99 Sandspit Road	No controls proposed	Support landscape control on this site ( <i>although actually not shown on site</i> )
213	Adjacent to 591 Sandspit Road	No controls proposed	Add a landscape screening area along this boundary

Figure 18: Table of site specific comments on overlays/controls

#### 4.6.3 Site or area specific staging matters

There were 25 requests that related to site or area specific staging matters. These are listed in the table below (Figure 19).

Most of these requests relate to the 'Warkworth North' area (identified in the Future Urban Land Supply Strategy 2017) and in particular the Viv Davie-Martin Drive area. There were 13 requests that supported the Viv Davie-Martin Drive area being sequenced for development from 2022 as shown in the draft structure plan. There were four requests seeking that this area be sequenced further out in the future (i.e. 2028 onwards).

Seven requests were in relation to the 'Warkworth North East' area (identified in Future Urban Land Supply Strategy 2017). The draft structure plan shows this area as being sequenced last, sometime between 2033-2037. All seven requests seek that the 'Warkworth North East' area is bought forward to the first stage (i.e. from 2022). A number of these requests note that this area could be 'swapped' for the Viv Davie-Martin Drive area and some requests outline how development in this area could be serviced by infrastructure.

There was one request in relation to a block of land around Valerie Close in 'Warkworth South' (identified in the Future Urban Land Supply Strategy 2017). The draft structure plan shows this area as being sequenced to be development ready between 2028-2032. This request incorrectly stated this land was sequenced from 2032 and also notes that this area could be 'swapped' for the Viv Davie-Martin Drive area.

#	Area	Current Staging	Requested Staging
<b>'Warkworth North'</b>			
21	Viv Davie-Martin Drive area	From 2022	From 2022 (support)
41	Viv Davie-Martin Drive area	From 2022	From 2022 (support)
42	Viv Davie-Martin Drive area	From 2022	From 2022 (support)
47	Viv Davie-Martin Drive area	From 2022	From 2022 (support)
48	Viv Davie-Martin Drive area	From 2022	From 2022 (support)
50	Viv Davie-Martin Drive area	From 2022	From 2022 (support)
72	Viv Davie-Martin Drive area	From 2022	From 2022 (support)
73	Viv Davie-Martin Drive area	From 2022	From 2022 (support)
74	Viv Davie-Martin Drive area	From 2022	From 2022 (support)

<b>75</b>	Viv Davie-Martin Drive area	From 2022	From 2022 (support)
<b>121</b>	Viv Davie-Martin Drive area + 297 Falls Road	From 2022	From 2022 (support)
<b>173</b>	Viv Davie-Martin Drive area	From 2022	From 2022 (support)
<b>215</b>	Viv Davie-Martin Drive area	From 2022	From 2022 (support)
<b>84</b>	Viv Davie-Martin Drive area	From 2022	2028 onwards
<b>122</b>	Viv Davie-Martin Drive area	From 2022	'Further out'
<b>168</b>	Viv Davie-Martin Drive area	From 2022	'Beyond 2040'
<b>226</b>	Viv Davie-Martin Drive area	From 2022	2033-2037
<b>'Warkworth North East'</b>			
<b>29</b>	Warkworth North East	2033-2037	From 2022
<b>87</b>	198 Sandspit Road	2033-2037	From 2022
<b>122</b>	Warkworth North East	2033-2037	From 2022
<b>152</b>	Warkworth North East	2033-2037	'Speedy release'
<b>184</b>	154 Matakana Road	2033-2037	From 2022
<b>191</b>	99 Sandspit Rd + area in Warkworth North East	2033-2037	From 2022
<b>226</b>	265 Sandspit Road	2033-2037	From 2022
<b>'Warkworth South'</b>			
<b>162</b>	Valerie Close area	2028-2032	From 2022

**Figure 19: Table of comments on staging**

## 5 Next steps

The feedback on the draft plan during February and March 2019 was the fourth and final stage of consultation for the Warkworth Structure Plan project.

The response in the structure plan to the main issues and themes from feedback outlined in this report is explained in a separate report *Response to feedback on the draft plan (May 2019)*. That report outlines the changes proposed to the structure plan based on feedback and why some feedback requests have not resulted in changes to the plan.

The updated structure plan will be taken to the council's Planning Committee on 4 June 2019 for adoption. Once the plan is adopted further communications will occur with stakeholders to outline the final version of the Warkworth Structure Plan and 'close the feedback loop'.

The adopted Warkworth Structure Plan will be implemented through plan changes to the Auckland Unitary Plan and through projects going into organisational budgets (e.g. council's Long Term Plan). The structure plan outlines how the development of the Future Urban zone will be undertaken in stages with the 'Warkworth North' area being rezoned first so that it is development ready from 2022. This work could commence when it is clear that the appropriate funding for infrastructure is confirmed.

# **Appendix 1 – Display board material from drop-in days**

# Draft Warkworth Structure Plan

## The growth challenge

Auckland is projected to grow by one million people by 2040. This means around 313,000 new dwellings and 263,000 additional jobs will be needed. Warkworth has been identified as a satellite town in the Auckland Plan and will accommodate significant future residential and employment growth.

## Structure planning

Around 1,000 ha of land immediately surrounding Warkworth has been zoned Future Urban. This land will cater for greenfield growth around the town over the next 30 years. Over this time Warkworth is anticipated to grow to around 25,000 to 30,000 people.

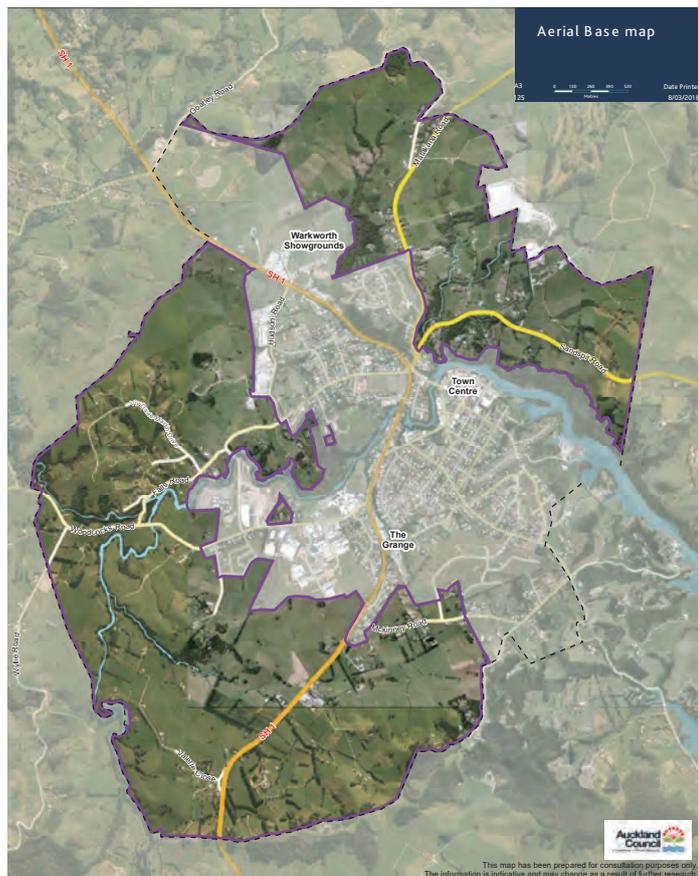
Prior to the development of the Future Urban zone, a structure plan must be developed. A structure plan sets out future land uses and the infrastructure required to support them.

While this structure plan focuses on the Future Urban zoned land, it also considers the existing town of Warkworth. The proposed land uses in the greenfield area seek to tie back into the existing built-up area of Warkworth. In similar vein, the infrastructure networks required to service growth have been planned to accommodate the existing town of Warkworth as well as planned growth.

## The process

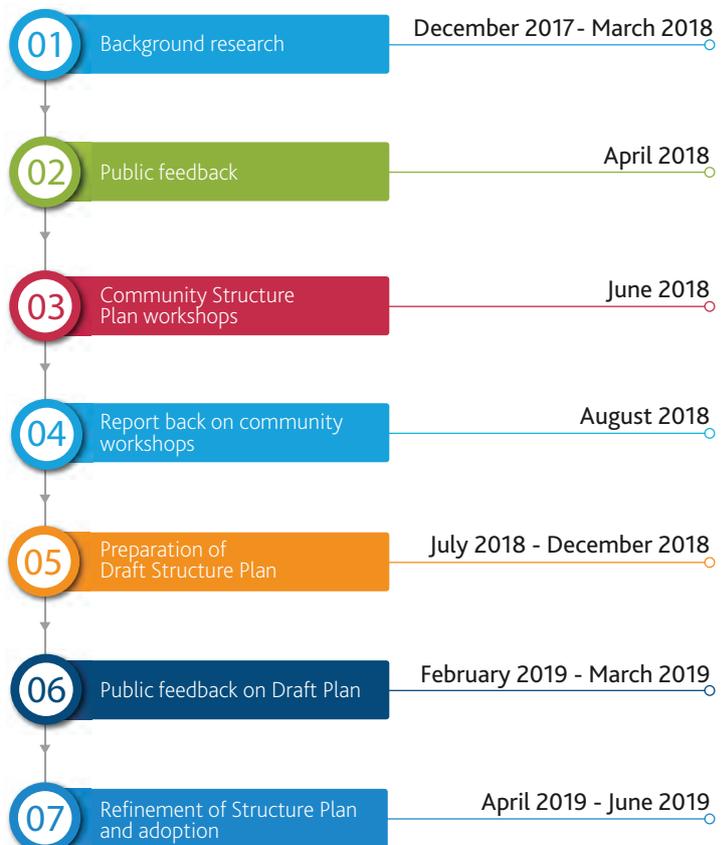
This draft Warkworth Structure Plan is a product of technical analysis from Auckland Council departments and infrastructure providers. It is also the product of extensive community, mana whenua and stakeholder input and feedback.

Feedback from the current consultation period will be used to refine the draft structure plan before it is presented to the Planning Committee for final adoption in June 2019.



- Rural Urban Boundary (RUB)
- ▣ Warkworth Structure Plan - Study Area

## Process diagram



# Draft Warkworth Structure Plan

## Vision for Warkworth

Warkworth is a satellite town that retains its rural and natural character. It is centred around the Mahurangi River and has easy walking and cycling access around the town.

There are a variety of high-quality residential neighbourhoods. Warkworth is largely self-sufficient with plenty of employment, education, shopping and recreation opportunities.

Transport and other infrastructure are sequenced to support Warkworth's planned growth.

## Planning principles for the Warkworth Structure Plan



### The Mahurangi River is the jewel in Warkworth's crown

- protect the Mahurangi River from the effects of urbanisation as a matter of paramount importance in the development of the Future Urban zone
- use the development of the Future Urban zone to improve the health and quality of the Mahurangi River wherever possible
- treat all the tributaries in the Future Urban zone as being vital to the health of the Mahurangi River.



## Character and identity

- celebrate and protect Warkworth's heritage, both Māori and European, and its relationship with mana whenua
- retain the current town centre as the focal point and 'beating heart' of Warkworth
- protect the views from the current town centre to the bush clad northern escarpment of the Mahurangi River and the rural views out from the Future Urban zone that contribute to Warkworth's rural character
- apply lower density residential zones to areas valued for their landscape, character, or heritage significance
- use the Future Urban zone efficiently to protect against the need for further urban expansion into Warkworth's valued rural hinterland.



## A place to live and work

- provide a range of housing options in Warkworth so that it is a place for people to live at all stages of life
- provide new local employment areas (e.g. small centres, industrial areas) so people can work locally in Warkworth.

# Draft Warkworth Structure Plan



## Sustainability and natural heritage

- plan to enable development of the Future Urban zone to be sustainable, including having a compact urban form, providing local employment options, enabling extensive active and public transport routes, and minimising discharges to air and water bodies
- design the Future Urban zone to be able to adapt to the effects of climate change
- protect and enhance existing bush/natural areas and create ecological corridors linking the Future Urban zone to other ecological areas.



## Quality built urban environment

- design the Future Urban zone to enable high-quality and integrated urban development that reinforces the town's identity
- locate higher density residential areas around appropriate amenities
- provide well located and accessible areas of open space linked by a green network of walking and cycling trails along the streams.



## A well-connected town

- use the development of Warkworth's growth areas to help address Warkworth's existing road congestion through integrated land use and transport planning and new infrastructure
- provide convenient, segregated, and safe walking and cycling routes through the Future Urban zone connecting residential areas with key locations (e.g. schools, parks, centres), and the existing town, and to regional walking/cycling routes
- provide convenient, high quality public transport routes through the Future Urban zone (connecting to the rest of Warkworth, the surrounding rural settlements, and Auckland).

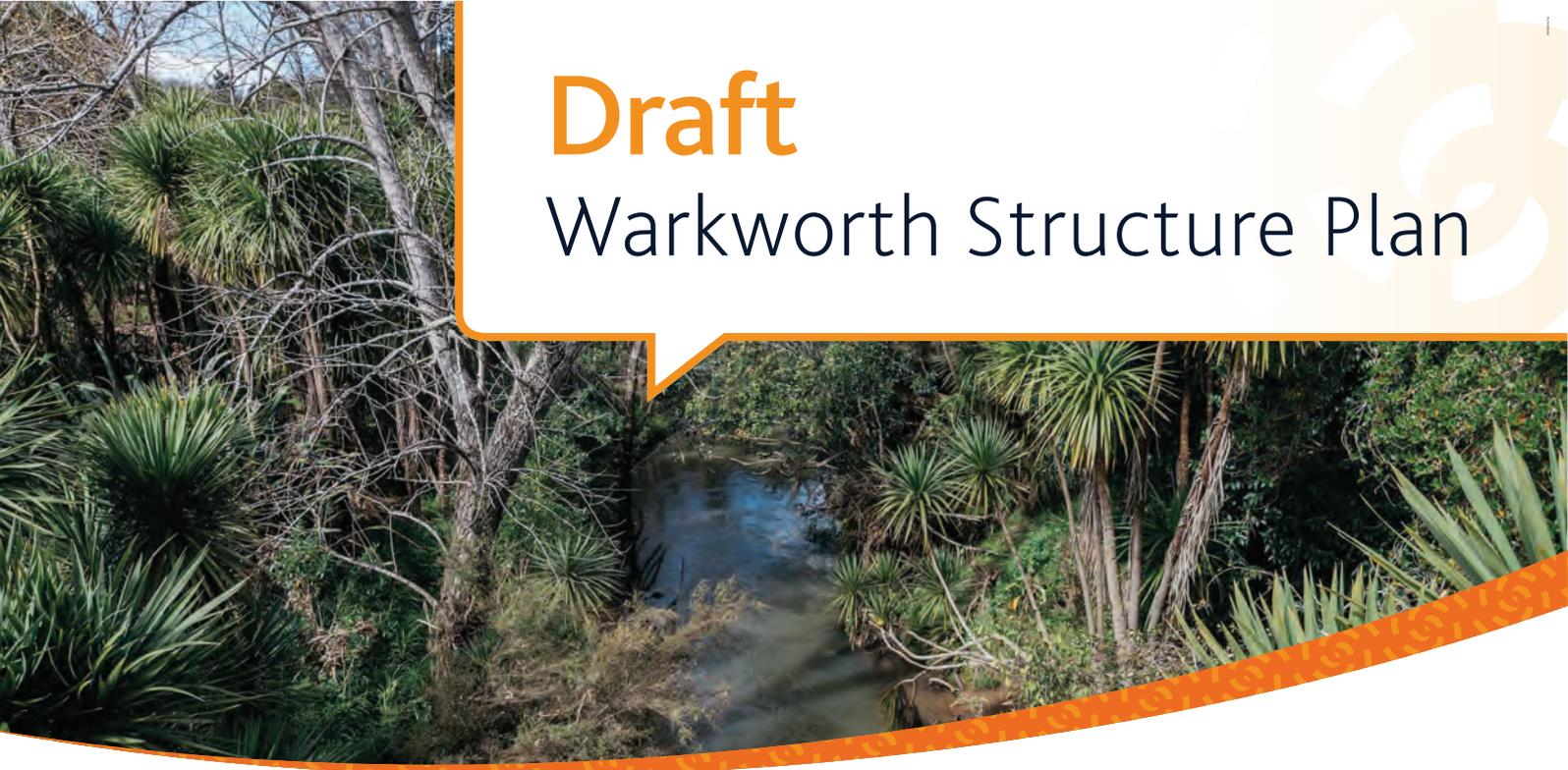


## Infrastructure

- plan for infrastructure (transport, water, etc) to be sequenced to enable new houses and businesses to be built in the Future Urban zone
- provide for social and cultural infrastructure (i.e. libraries, halls, schools, community meeting places) to support the needs of the community as it grows.

# Draft

# Warkworth Structure Plan



## Green Network

The draft plan sets aside areas of value for ecology, stormwater and heritage from any built urban development. This will help to improve water quality for the Mahurangi River, recover ecological linkages, create visual amenity, and enable the potential for a network of walking/cycling trails.



The green network is made up of the following (often overlapping) areas:

- flood plains
- streams with a 10m buffer
- wetlands
- significant ecological areas
- covenanted bush
- historic heritage (extent of place area)
- existing and anticipated future esplanade reserves
- parks.

# Draft Warkworth Structure Plan

## Centres

The existing town centre by the Mahurangi River will remain as Warkworth's focal point for retail, office, community and civic space. There is capacity for the existing town centre to expand significantly in the future.

Considering the existing and planned retail supply in Warkworth (either consented or zoned), the greenfield expansion areas around the town require only small centres for the local convenience needs of surrounding residential areas.

As there is limited future demand for additional centre land, it is important to distribute this sustainably throughout the growth areas so that all areas have access to a nearby centre and that each centre runs efficiently.

In locating the new small centres across the Future Urban zone, attention has been paid to the locations of existing centres to attempt to bring as many dwellings within walking distance of a centre as possible. They have also been located in areas where there is sufficient space and suitable land for high density residential development to occur around them.

The draft plan proposes three new small centres for Warkworth.

### Business - Neighbourhood Centre



A Neighbourhood Centre provides residents and passers-by with frequent retail and commercial service needs and will usually consist of activities such as a dairy, chemist, bakery, takeaways, small offices etc. Buildings can be up to three storeys high, enabling residential or office use at upper floors. Two Neighbourhood Centres are proposed in the draft plan; one in the north and one in the west.

### Business - Local Centre



A Local Centre primarily provides for the local convenience needs of surrounding residential areas, including local retail, commercial services, offices, food and beverage, and appropriately scaled supermarkets. Buildings can be up to four storeys high, enabling residential or office use at upper floors. One Local Centre is proposed in the south.

# Draft Warkworth Structure Plan

## Residential areas

The draft Warkworth Structure Plan provides for around 7,300 dwellings across a range of housing types. It utilises the full palette of Auckland Unitary Plan residential zones – from expansive sections to smaller townhouses and apartments.

In locating the different types of residential zones to Warkworth, the general approach was to provide for higher residential intensity in areas closest to centres, the public transport network, education facilities, and open space. Medium intensity areas have also been provided within a moderate walking distance to these facilities.

Lower residential intensity areas are located in places that are not close to centres or public transport, are subject to environmental landscape or physical constraints, or where there is an existing suburban area with an existing neighbourhood character (i.e. recently consented and built developments).

The draft plan proposes the following residential zones:

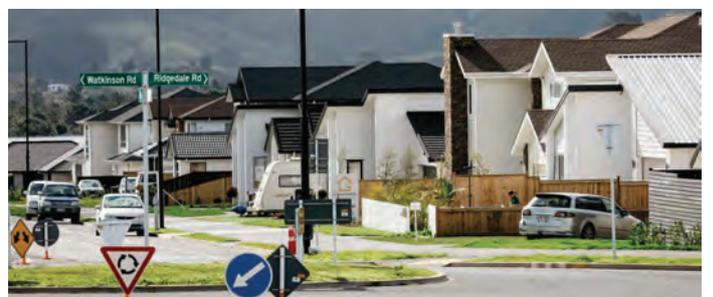
### Residential - Large Lot



This zone provides for large residential sections on the periphery of urban areas. The zone is generally characterised by one to two storey high buildings on spacious lots with large open space or bush areas between dwellings. The zone can be used where there are landscape qualities limiting the suitability of more intensive development. The minimum site size in the zone is 4,000m<sup>2</sup>.

The Large Lot zone is used around the northern and southern edges of Warkworth to retain the more natural and spacious elements around the edge of the basin in which the town sits. It is also proposed adjacent to the limestone quarry to reduce the potential for reverse sensitivity effects and on a prominent knoll, partly covered in native bush, within the southern half of the study area.

### Residential - Single House



This zone is applied in greenfield areas to provide housing choice for future residents. The zone is generally characterised by one to two storey buildings consistent with a suburban built character. The minimum average site size in the zone is 600m<sup>2</sup>. The draft plan applies the Single House zone in areas that are not close to public transport routes or centres, areas with natural and physical constraints, and areas of recent residential development consistent with the zone.

# Draft Warkworth Structure Plan

## Residential - Mixed Housing Suburban



This zone enables intensive residential development while retaining a suburban built character. Development within the zone will generally be two storey detached and attached housing in a variety of types and sizes to provide housing choice. The draft plan applies the Mixed Housing Suburban zone where it is close to a centre or public transport route and there are no significant natural or physical constraints.

## Residential - Mixed Housing Urban



This zone enables intensive development up to three storeys in a variety of sizes and forms, including detached dwellings, terrace housing and low-rise apartments. The zone supports increasing the capacity and choice of housing within neighbourhoods as well as promoting walkable neighbourhoods, fostering a sense of community and increasing the vitality of centres.

The Mixed Housing Urban zone is applied in the draft plan within close proximity to the new small centres in the north, west and south and on planned public transport routes.

## Residential - Terrace Housing and Apartment



The purpose of this zone is to make efficient use of land and infrastructure, increase the capacity of housing and ensure that residents have convenient access to services, employment, education facilities, retail and entertainment opportunities, public open space and public transport. This will promote walkable neighbourhoods and increase the vitality of centres. The zone provides for the greatest density, height (around four storeys) and scale of development of all the residential zones.

The draft plan applies the zone in one area immediately around the new Local Centre in the south of Warkworth, near a planned public transport interchange and a large park. The land here is largely flat as well as some gentle, north-facing slopes.

# Draft Warkworth Structure Plan

## Industrial

As a satellite town Warkworth is anticipated to have significant future employment growth alongside the residential growth.

To enable more local employment options, the draft plan identifies three new areas for industrial land. Two of these areas are in fact extensions to existing industrial areas.

The plan proposes the following industrial zones.

### Business - Light Industry zone



This zone anticipates industrial activities that do not generate objectionable odour, dust, or noise. This includes manufacturing, production, logistics, storage, and transport and distribution activities. The draft plan uses this zone to expand the existing light industrial areas around Morrison Drive and Hudson Road.

### Business - Heavy Industry zone



This zone provides for industrial activities that may produce objectionable odour, dust, or noise emissions. A key attribute of the zone is that it contains sites large enough to accommodate large-scale industrial activities. The draft plan uses this zone in the southwest of Warkworth, adjacent to the new Ara Tūhono motorway connection. This is to take advantage of the flat land and the interface with the new motorway (currently under construction). Any reverse sensitivity effects on adjacent residential land are mitigated by a 40m esplanade reserve separation and existing mature trees screening the area.

## Morrison's Orchard



The draft structure plan proposes that Morrison's Orchard (located in the southern part of the study area) is retained as a feature of the town (at the request of the landowners). The orchard provides a significant area of greenery and trees within the urban area and could strengthen the rural character and local identity of the expanded town.

Specific future provisions could be developed around enabling the orcharding to continue with additional complementary activities, managing potential reverse sensitivity issues, and securing public access through walking and cycling paths through the land (linking to the walking/cycling network).

# Draft Warkworth Structure Plan

## Supporting infrastructure

### Transport

The draft plan outlines the future transport network\*:

- a separated walking and cycling network that provides connectivity to centres, employment areas, schools and public transport stations. The network offers the opportunity to significantly increase walking and cycling mode share in Warkworth with the connection distances between most destinations generally less than 5km (in combination with improving e-bike and e-scooter technologies giving the opportunity to travel greater distances by personal transport modes)



- a roading network including Ara Tūhono - Pūhoi to Warkworth, Matakana Link Road (Te Honohono ki Tai), Western Link Road, Sandspit Link Road, Wider Western Link Road, and a potential Ara Tūhono southern interchange (south facing ramps only). Indicative collector roads are also shown. Due to topographical and watercourse constraints, there is limited opportunity to establish a grid network ideally sought for greenfields development



- a public transport network built upon the recently introduced 'New Network for Warkworth'. Initially, a main station/bus interchange is proposed in the town centre supplemented by an interim northern station adjacent to SH1 north of Warkworth (with a Park and Ride). In the long term, the plan is that the public transport network will use the southern interchange with Ara Tūhono - Pūhoi to Warkworth motorway.

The main bus station/interchange will then be in Warkworth South (in the southern local centre with a Park and Ride near the southern interchange).



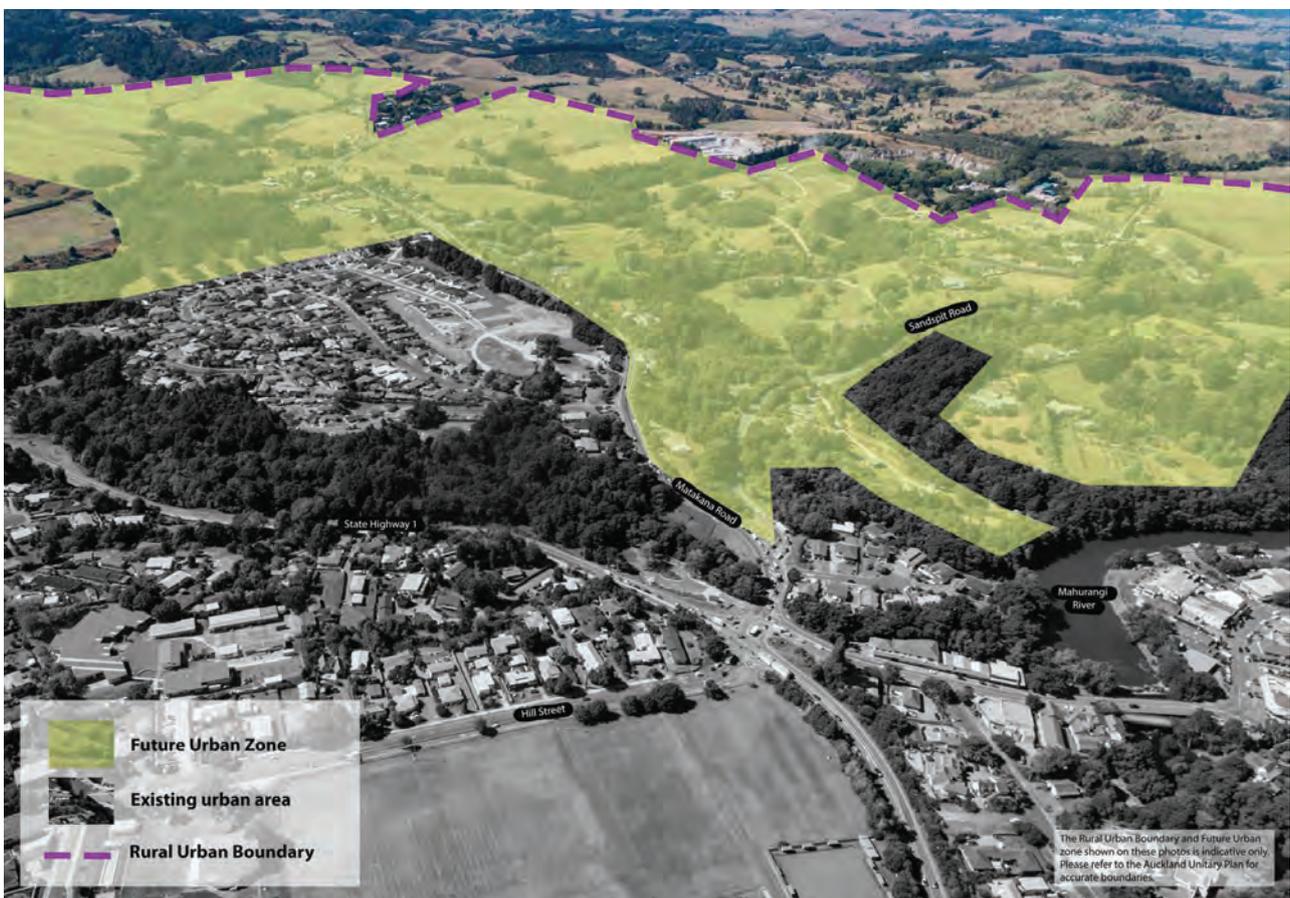
### Other infrastructure

- Two large Suburb Parks are indicatively shown in the northeast and southeast to provide for informal recreation needs, in addition to a network of smaller Neighbourhood Parks. A large Sports Park is indicatively shown in Warkworth south to cater for organised sports (in addition to the existing Warkworth Showgrounds). Future esplanade reserves are shown to indicate the potential future linkages between the open space areas.
- Other infrastructure including wastewater, water, power supply, telephone, broadband, community facilities, schools, and healthcare are being actively investigated or constructed by the infrastructure providers to service the planned growth of Warkworth.

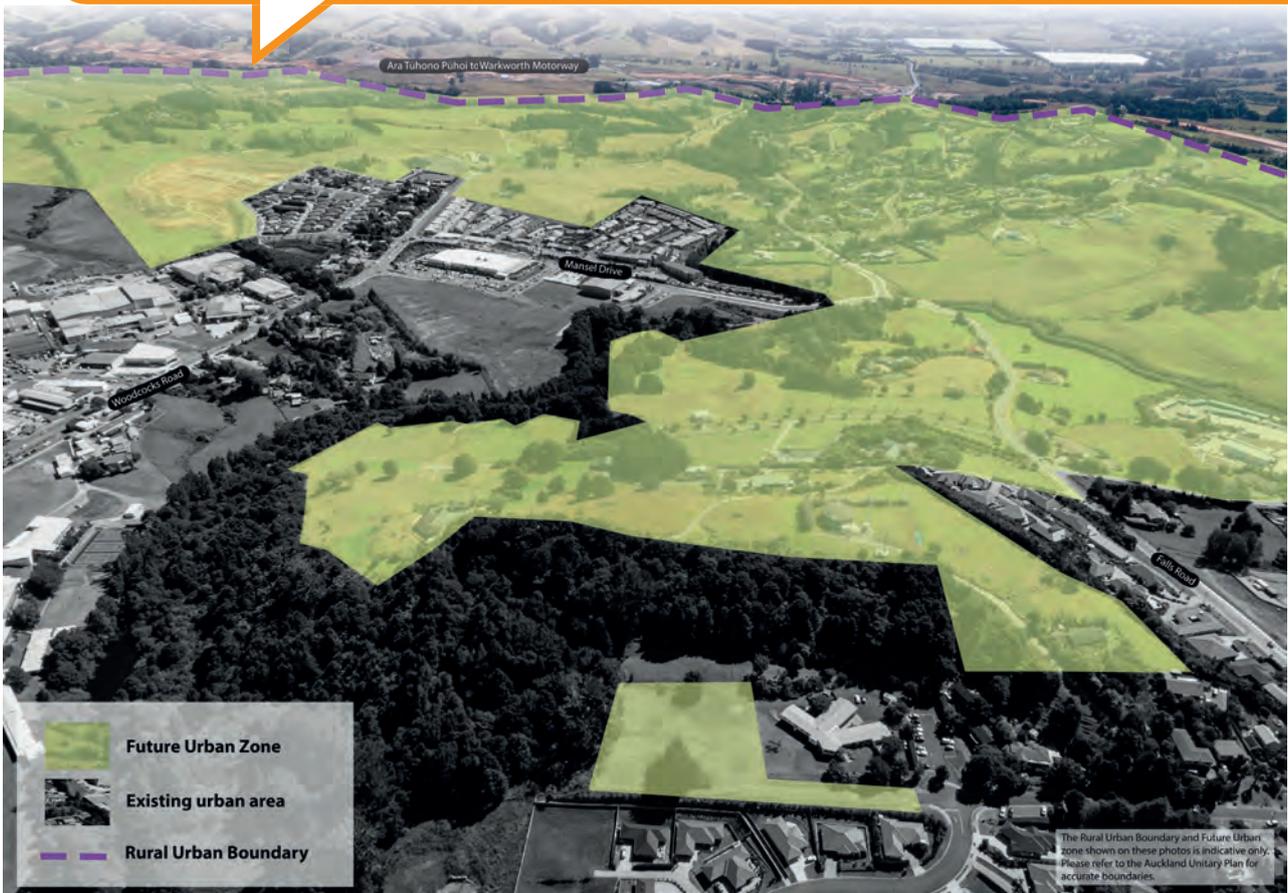


\* The future transport network is based on the draft strategic transport network which is subject to Auckland Transport and New Zealand Transport Agency Board approvals, and is therefore indicative only and subject to change.

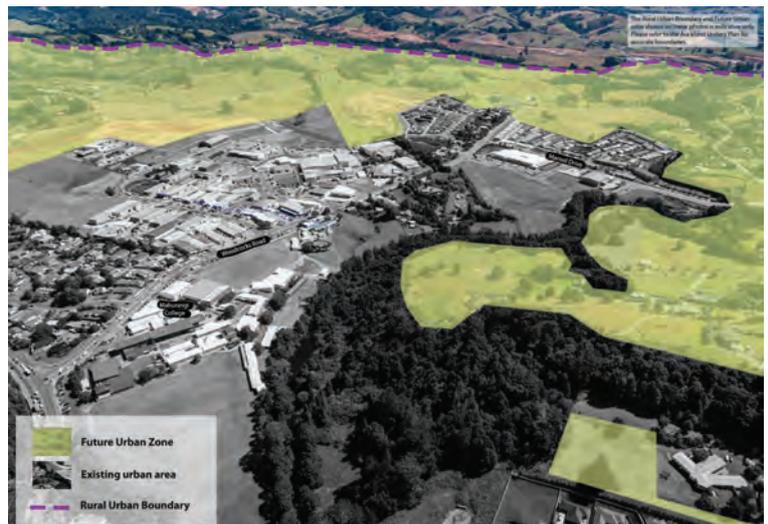
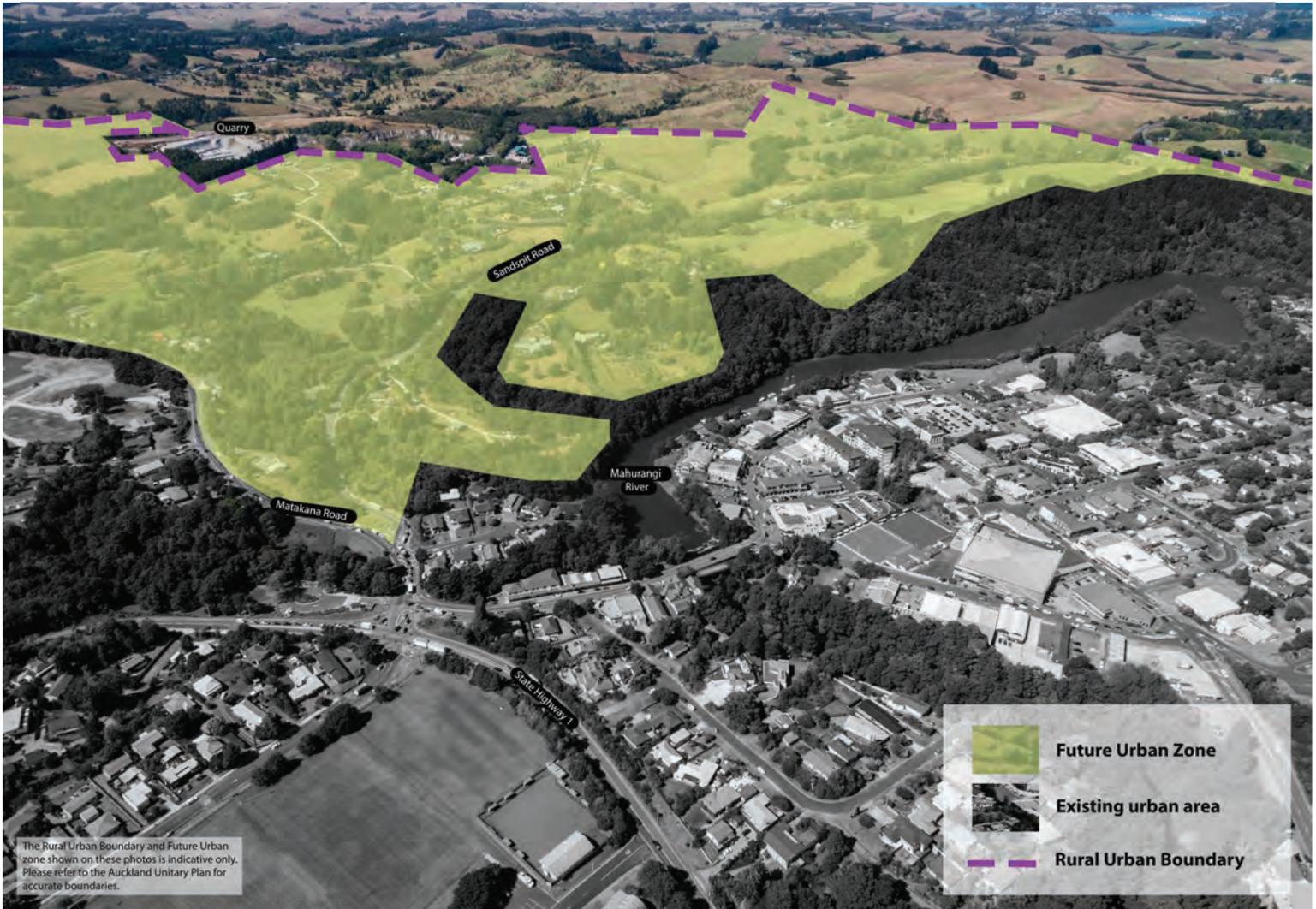
# Aerial photos of the Future Urban zone



# Aerial photos of the Future Urban zone



# Aerial photos of the Future Urban zone



# Artist's impression of the developed Future Urban zone



# Artist's impression of the developed Future Urban zone

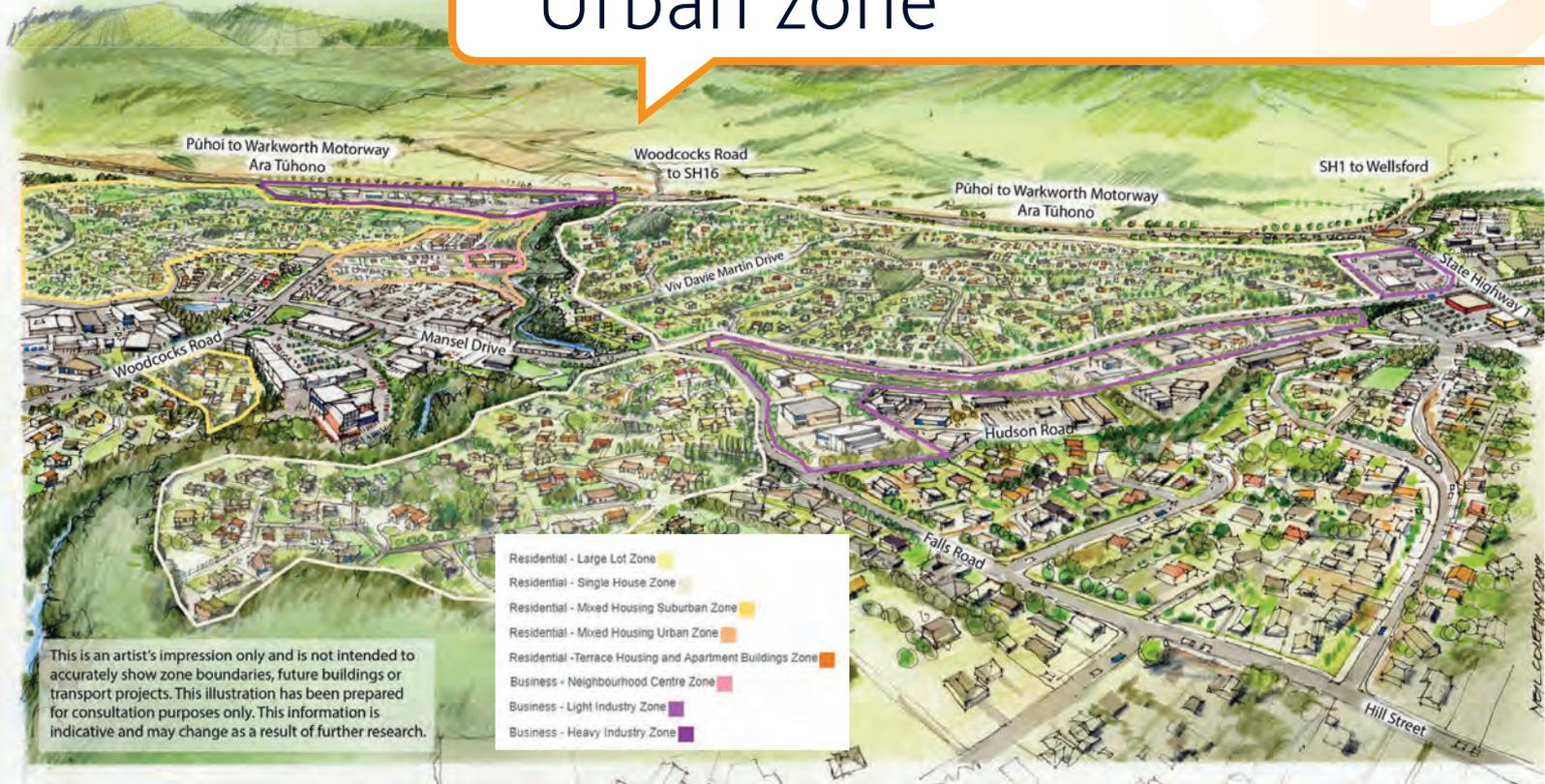
- Residential - Large Lot Zone
- Residential - Single House Zone
- Residential - Mixed Housing Suburban Zone
- Residential - Mixed Housing Urban Zone
- Residential - Terrace Housing and Apartment Buildings Zone
- Business - Neighbourhood Centre Zone
- Business - Local Centre Zone
- Business - Light Industry Zone
- Business - Heavy Industry Zone



This is an artist's impression only and is not intended to accurately show zone boundaries, future buildings or transport projects. This illustration has been prepared for consultation purposes only. This information is indicative and may change as a result of further research.



# Artist's impression of the developed Future Urban zone

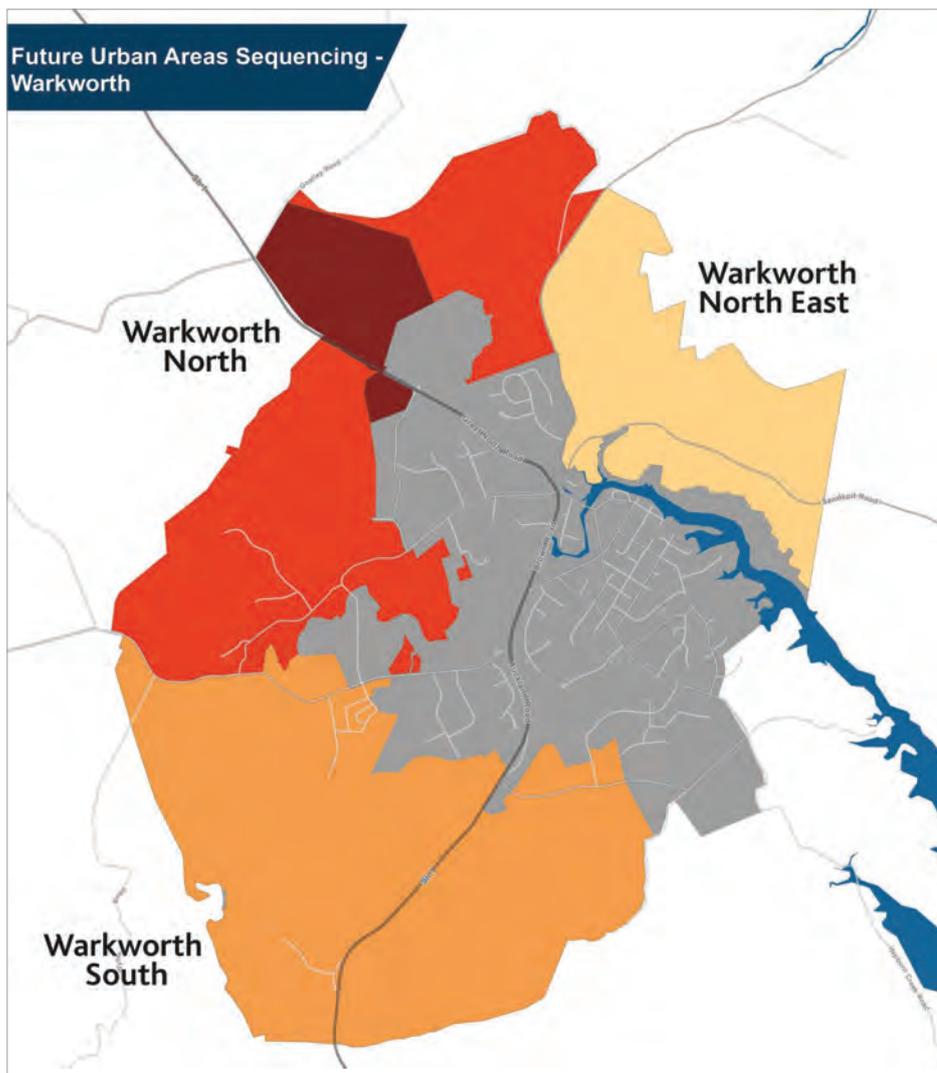


# Draft Warkworth Structure Plan

## Implementing the Warkworth Structure Plan

The future land uses identified in the Warkworth Structure Plan will be implemented through plan changes to the Auckland Unitary Plan. These plan changes will be timed for when the land is sequenced to be 'development ready' in the council's Future Urban Land Supply Strategy (2017). 'Development ready' means that the land has appropriate infrastructure and zoning in place to enable the development of homes and businesses.

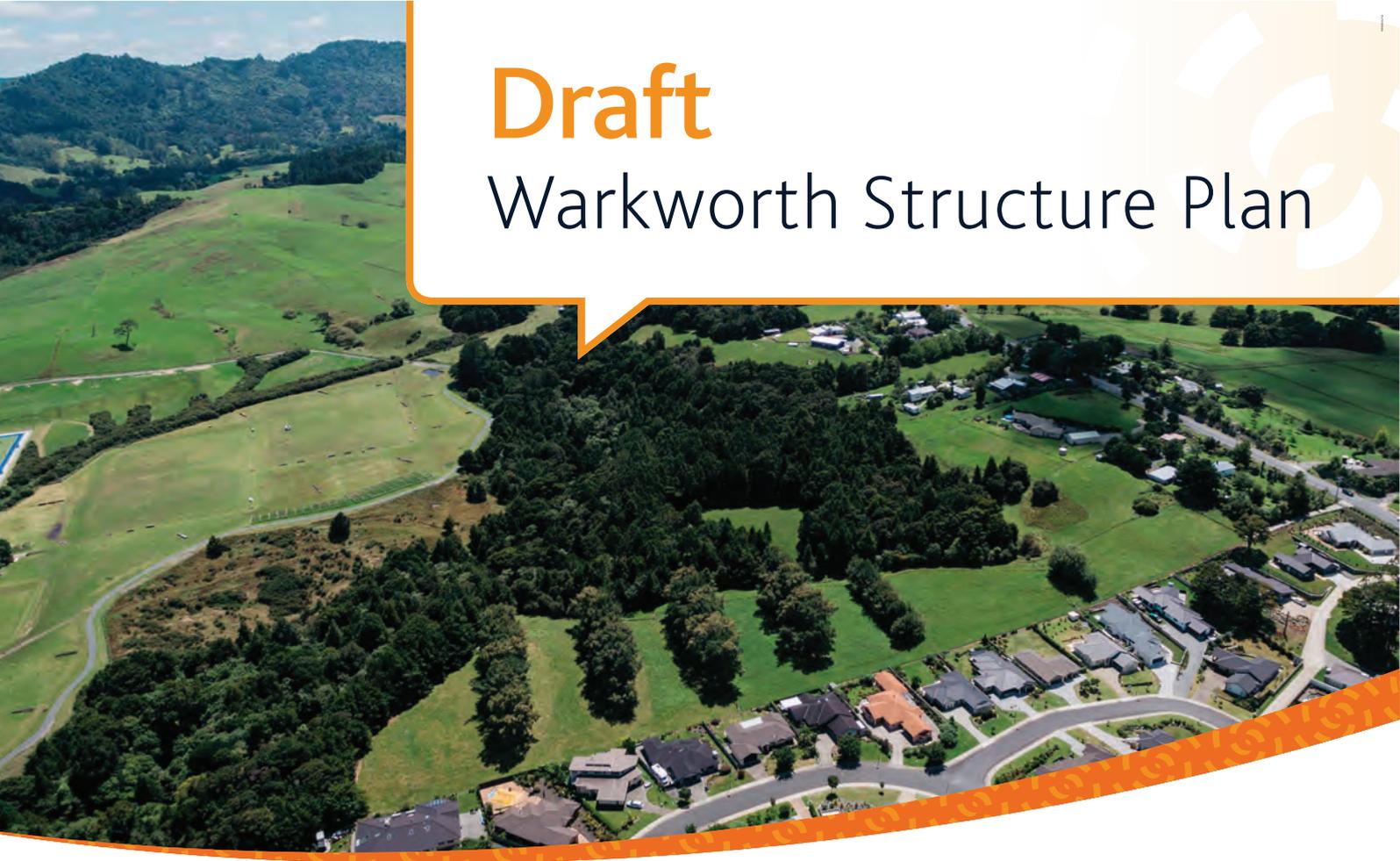
The strategy has sequenced the development of Warkworth's Future Urban zone by splitting it into different areas. The 'development ready' timing of these areas is shown below along with the anticipated residential and business land yields from the draft Warkworth Structure Plan:



- **Warkworth North** (2022):  
69ha business (already 'live' zoned),  
25ha industrial (additional),  
approx. 2,100 dwellings.
- **Warkworth South** (2028-2032):  
Approx. 3,900 dwellings,  
1 local centre,  
60ha industrial.
- **Warkworth North East** (2033-2037):  
approx. 1,300 dwellings.

# Draft

## Warkworth Structure Plan



### Have your say

Tell us what you think about the draft Warkworth Structure Plan. Submit online on the Have Your Say webpage or fill out a feedback form at today's event.

Before providing your feedback, we recommend you read the draft plan and supporting material that is available:

- online at [aucklandcouncil.govt.nz/have-your-say](http://aucklandcouncil.govt.nz/have-your-say)
- at council service centres, libraries and local board offices
- email [warkworthstuctureplan@aucklandcouncil.govt.nz](mailto:warkworthstuctureplan@aucklandcouncil.govt.nz) to be sent a copy
- phone 09 301 0101 to have a hard copy feedback form posted to you.

**Feedback opens 25 February and closes 25 March.**

### What next?

Following feedback on the draft Warkworth Structure Plan, we will collate feedback and if necessary, make changes to the structure plan.

The structure plan will then be presented to the council's Planning Committee for adoption in June 2019.

## **Appendix 2 – Letter to Future Urban zone landowners and occupiers**

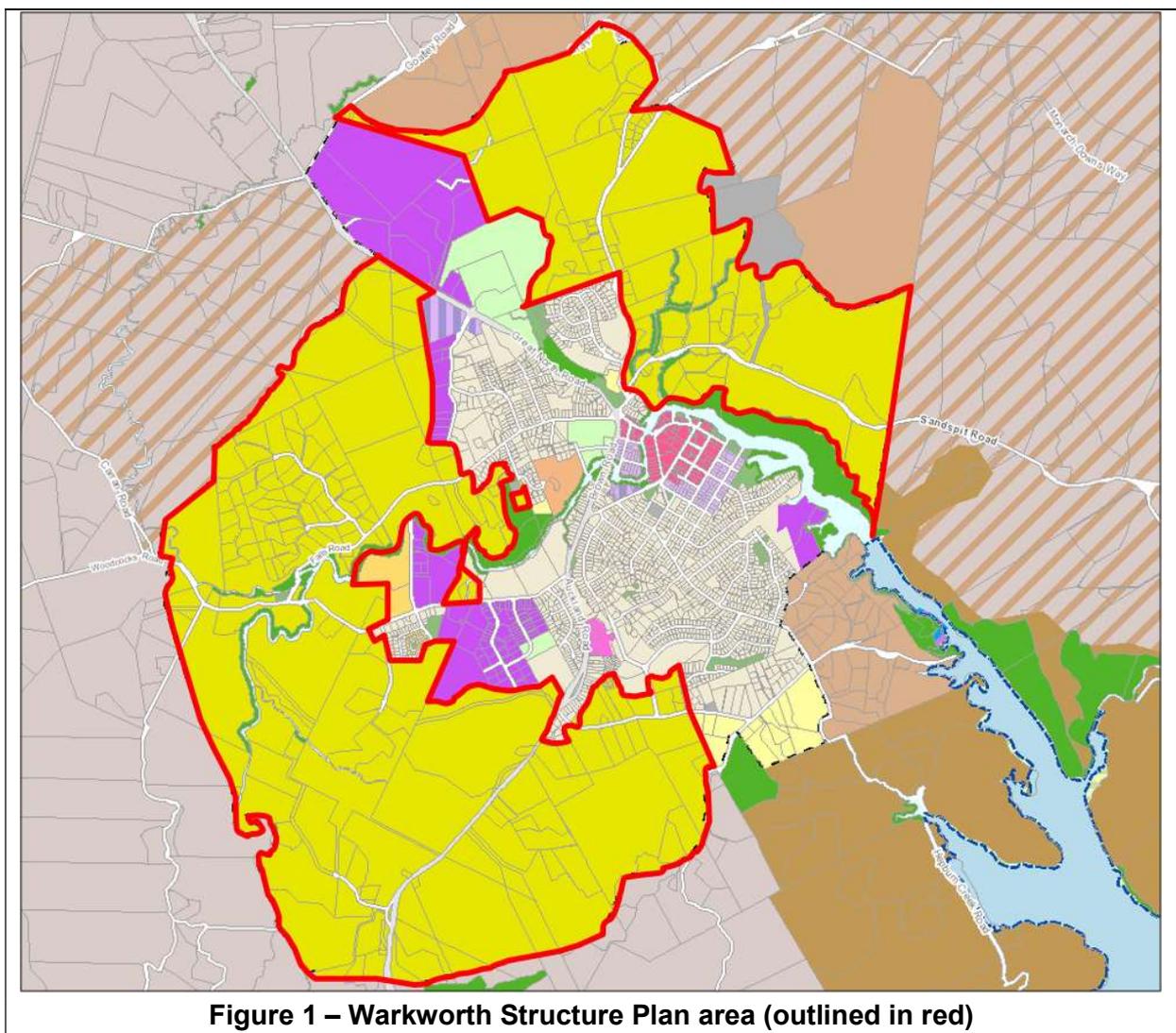
18 February 2019

<Address redacted>

Dear <Name Redacted>

**Subject: Warkworth Structure Plan**

I am writing further to our letter of 3 April 2018 that outlined council's decision to prepare a structure plan for the Future Urban zone in around Warkworth. This zone is part of the Auckland Unitary Plan, and is shown outlined in red in Figure 1. You are receiving this letter because your property (or part of your property) is within the Future Urban zoned area.



As outlined in our April 2018 letter to you, this area is planned to provide local housing and employment opportunities for the growing Warkworth area. A structure plan is the first stage in the process to get the land ready for development. It is a high level plan that shows the

future land use and the infrastructure layout. Work has been ongoing on the Warkworth structure plan over the course of last year, and included a number of public engagement events to receive ideas from the public on what should be included in the structure plan.

We are now in a position to engage with landowners, the wider public, and other stakeholders on a draft version of the Warkworth structure plan. This draft has been prepared taking account of the public feedback previously received on topics such as:

- Business land
- Community facilities
- Education
- Environment
- Geotechnical and coastal hazards
- Heritage and archaeology
- Landscape
- Land contamination
- Land use planning
- Open space
- Stormwater
- Sustainability
- Transport
- Urban design
- Water and wastewater

The council will be engaging with the public on the draft structure plan from **25 February to 25 March 2019**. Information on the draft structure plan will be available during this time on [www.aucklandcouncil.govt.nz/have-your-say](http://www.aucklandcouncil.govt.nz/have-your-say).

We will be holding two open days on draft structure plan on the dates below:

- **Thursday 07 March 3pm – 7pm at Warkworth Town Hall;** and
- **Saturday 09 March 10am – 2pm at Warkworth Town Hall.**

You have the opportunity to tell us what you think about the draft Warkworth structure plan either in person using the feedback form or by submitting online via the Have Your Say webpage. Before providing your feedback, we recommend you read the specific parts of the draft plan and supporting material that you want to comment on.

You will also, along with the wider Warkworth area, be receiving a structure plan project news brochure in the coming days that will provide further information.

In addition to the engagement information being online, it will also be available during the consultation period:

- **For you to view:** at the Warkworth service centre and Warkworth library
- **Email:** [warkworthstructureplan@aucklandcouncil.govt.nz](mailto:warkworthstructureplan@aucklandcouncil.govt.nz) to be sent a copy
- **Phone:** 09 301 0101 to have a hard copy feedback form posted to you

For further information you can go to [www.aucklandcouncil.govt.nz/have-your-say](http://www.aucklandcouncil.govt.nz/have-your-say) or contact Ryan Bradley, Principal Planner who is leading the project at [warkworthstructureplan@aucklandcouncil.govt.nz](mailto:warkworthstructureplan@aucklandcouncil.govt.nz), or on 09 301 0101.

## Partnering with the Supporting Growth Programme

One of the technical reports supporting the draft structure plan is an Integrated Transport Assessment (ITA) which shows the scale and staging for key components of the future transport network. The ITA is based on a draft strategic transport network being developed as part of the Supporting Growth Programme, but includes detail on what collector roads are needed.

The Supporting Growth Programme is a collaboration between Auckland Transport, Auckland Council and the NZ Transport Agency. The draft strategic network has not yet been approved by the Auckland Transport and NZ Transport Agency boards, and is therefore still subject to change.

The Supporting Growth team is planning to confirm its approved network plans and share further information with the community mid-2019.

To find out more or to speak to one of the Supporting Growth team members: visit <http://supportinggrowth.govt.nz/have-your-say/warkworth/>, phone 0800 4769 255 (GROW AKL) or email [info@supportinggrowth.nz](mailto:info@supportinggrowth.nz).

The Supporting Growth team will also be joining us at our structure plan open days where you will be able to speak to team members directly.

Yours sincerely



Warren Maclennan  
Manager Planning  
North, West, and Islands  
Plans & Places  
Auckland Council

## **Appendix 3 – Project newsletter**

19-PRO-1634

# Warkworth Structure Plan project news

## February 2019 issue



Have  
your say

 **Have your say** in shaping Warkworth's future together.

 [warkworthstructureplan@aucklandcouncil.govt.nz](mailto:warkworthstructureplan@aucklandcouncil.govt.nz)

 [aucklandcouncil.govt.nz/haveyoursay](http://aucklandcouncil.govt.nz/haveyoursay)

 phone 09 301 0101

 #futurewarkworth

 #futurewarkworth



Auckland is projected to grow by one million people by 2040. Warkworth has been identified as a satellite town in the Auckland Plan and will accommodate significant future residential and employment growth.

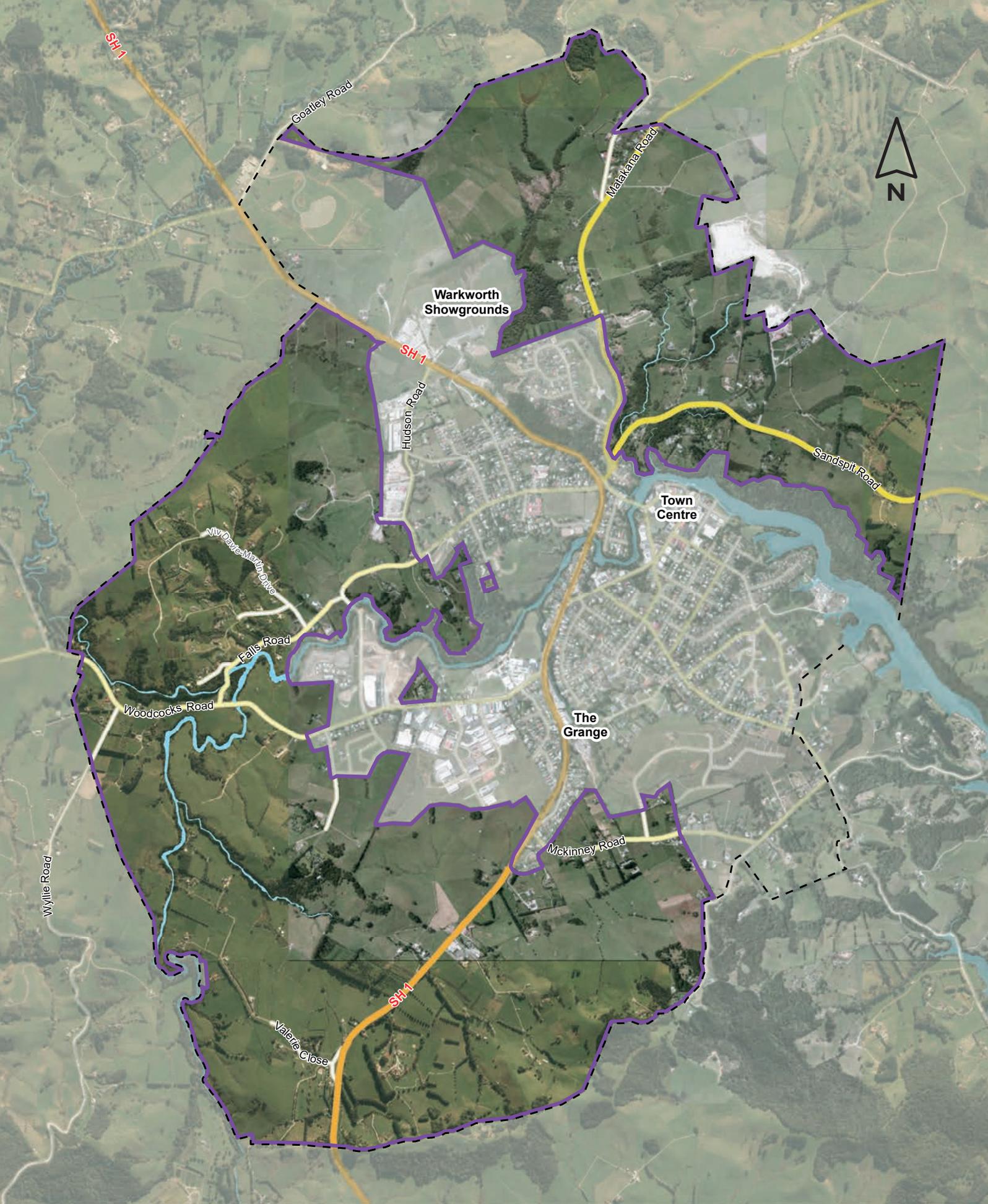
Prior to any development of the Future Urban zone, a structure plan must be developed. A structure plan sets out a pattern of land use and a network of transport and other infrastructure for the Future Urban zone. There is around 1,000ha of Future Urban zoned land surrounding Warkworth. This land will cater for greenfield growth around the town over the next 30 years. The study area for the project is shown outlined in purple on the map opposite.

After months of research, engagement and community input, the council has developed a draft Warkworth Structure Plan. We are now seeking your feedback on the draft plan.

While the structure plan focuses on the Future Urban zoned land, it has been prepared with consideration of the existing town of Warkworth. The land uses and infrastructure networks proposed around the edge of Warkworth look to weave back into the fabric of the existing town.

## Vision

Warkworth is a satellite town that retains its rural and natural character. It is centred around the Mahurangi River and has easy walking and cycling access around the town. There are a variety of high-quality residential neighbourhoods. Warkworth is largely self-sufficient with plenty of employment, education, shopping and recreation opportunities. Transport and other infrastructure are sequenced to support Warkworth's planned growth.



**Structure Plan study area**

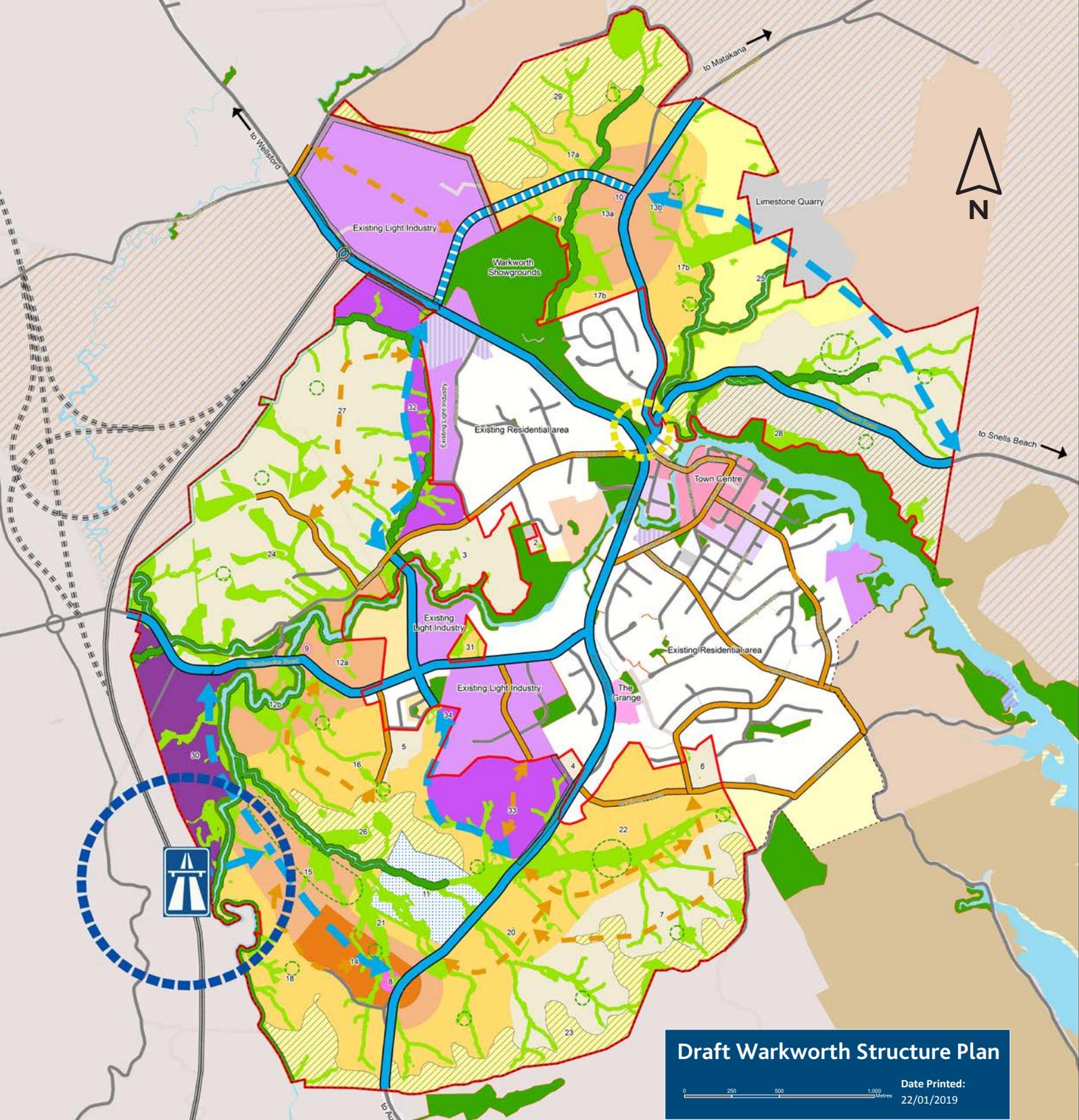
0 130 260 390 520  
Metres

Date Printed:  
8/03/2018

This map has been prepared for consultation purposes only. The information is indicative and may change as a result of further research.

**Key**

- - Rural Urban Boundary (RUB)
- Study area



**Draft Warkworth Structure Plan**  
 Date Printed: 22/01/2019

## Key

- |  |   |  |  |  |   |
|--|---|--|--|--|---|
|  | New Interchange - south facing ramps only                           |  | Study Area   |  | Morrison's Orchard                                    |
|  | Ara Tūhono - Warkworth to Waiwera Indicative Alignment              |  | Business case for long term improvements to the Hill Street intersection |  | Residential - Large Lot Zone                          |
|  | New Collector Roads with cycleways (Potential routes)               |  | Areas for further landscape protection controls                          |  | Residential - Mixed Housing Suburban Zone             |
|  | Collector Roads (Upgrade existing road including cycling provision) |  | Business - Heavy Industry Zone   |  | Residential - Mixed Housing Urban Zone                |
|  | Arterial Roads (Upgrade existing road including cycleways)          |  | Business - Light Industry Zone   |  | Residential - Single House Zone                       |
|  | New Arterial Roads with Cycleways (Potential routes)                |  | Business - Local Centre Zone   |  | Residential - Terrace Housing and Apartment Buildings |
|  | Matakana Link Road - Te Honohono ki Tai                             |  | Business - Neighbourhood Centre Zone                                     |  |   |
|  | Ara Tūhono - Pūhoi to Warkworth (under construction)                |  | Rural Urban Boundary (RUB)   |  |   |
|  | Landscape Screening Area  |  | Potential buffering/screening area from motorway                         |  |   |
|  | Protection areas (not for development)                              |  | Existing Open space  |  |   |
|  | Future esplanade reserves (20m) on subdivision                      |  | Indicative locations of new open space                                   |  |   |

This map has been prepared for consultation purposes only. The information is indicative and may change as a result of further research.

This map has been developed for the Draft Warkworth Structure Plan and at the time of production was still subject to final Board approvals by Auckland Transport and the NZ Transport Agency in early 2019. Transport projects shown on this map are therefore indicative only and subject to change. Projects shown on the map are yet to be prioritised for funding and delivery over the next 30 years and will require further technical investigations and consultation to confirm detailed location and land requirements. They may also require statutory approvals, which would be subject to the Resource Management Act and Land Transport Management Act. Other map notations (including zone boundaries, new parks etc) are indicative only and will be refined through later (more detailed processes such as Plan Changes or Notices of Requirement.

## Key features of the draft structure plan

- Areas of environmental value are set aside from any built development to improve the Mahurangi River water quality, prevent flooding, recover ecological linkages, create visual amenity, and enable possible public access for a network of walking/cycling trails.
- New residential areas enable around 7,300 dwellings. There are new low density residential areas towards the fringes and new higher density residential areas located adjacent to the new small centres and public transport routes. The most significant residential density is located in the south due to a combination of factors in that area, including flat land, a new small local centre, a public transport interchange, and an indicative sports park.
- The existing Warkworth town centre by the Mahurangi River will remain as the focal point for retail, office, and civic space for the town. Due to the existing and planned supply of retail areas in Warkworth, the greenfield expansion areas around Warkworth require only small centres for the local convenience needs of surrounding residential areas.
- Substantial areas for future employment (industry and areas for offices, retail etc) are identified. This is to enable Warkworth to have the potential to be self-sufficient with local jobs and reduce the need for residents to commute to Auckland for work.
- The Morrison's orchard, located in the southern part of the Future Urban zone, is retained as a feature of the town.
- A separated walking and cycling network provides connectivity throughout Warkworth (e.g. between centres, employment areas, schools and public transport interchanges). With this network, walking and cycling can significantly increase in Warkworth due to the relatively short connection distances between most destinations.
- A roading network including Ara Tūhono – Pūhoi to Warkworth, Matakana Link Road (Te Honohono ki Tai), Western Link Road, Sandspit Link Road, Wider Western Link Road, and a southern interchange with Ara Tūhono – Pūhoi to Warkworth (south facing ramps only). Indicative collector roads are also shown. Due to constraints, there is limited opportunity to establish a grid network ideally sought for greenfields development.
- A public transport network built on the recently introduced 'New Network for Warkworth'. Long term, the main bus interchange is proposed in the southern Local Centre. A long term Park and Ride is located near the southern interchange with Ara Tūhono – Pūhoi to Warkworth.
- New large parks are identified in the northeast and southeast to provide for informal recreation needs, in addition to a network of smaller new neighbourhood parks. A new large sports park is identified in Warkworth south. Future esplanade reserves are shown to indicate the potential future linkages between the open space areas.
- Other infrastructure including wastewater, water, power supply, telephone, broadband, community facilities, schools, and healthcare are being actively investigated or constructed by the infrastructure providers to service the planned growth of Warkworth.
- Warkworth's size, natural environment, views, rural uses in the surrounding area, and separation from Auckland's urban area will help to retain the local and rural character of the town. In addition Warkworth's character can be maintained through structure plan proposals such as protecting the integrity of the backdrop to the town centre (the bush-clad northern slopes of the Mahurangi River).
- The development of Warkworth's greenfield growth areas will occur over the next 20-30 years. Development will only occur when there is bulk infrastructure capacity to cater for the growth.

## Have your say

The Warkworth Structure Plan team will be holding drop-in days at the Warkworth Town Hall:

- **Thursday 7 March (3pm – 7pm)**
- **Saturday 9 March (10am – 2pm)**

Tell us what you think about the draft Warkworth Structure plan. Submit online on the Have Your Say webpage or fill out the feedback form at the back of this brochure.

Before providing your feedback, we recommend you read the specific parts of the draft plan and supporting material that you want to comment on.

This material is available:

- **Online:** At [aucklandcouncil.govt.nz/have-your-say](http://aucklandcouncil.govt.nz/have-your-say)
- **In person:** At the Warkworth service centre and Warkworth library
- **Email:** [warkworthstructureplan@aucklandcouncil.govt.nz](mailto:warkworthstructureplan@aucklandcouncil.govt.nz) to be sent a copy
- **Phone:** 09 301 0101 to have a hard copy feedback form posted to you

Feedback opens 25 February and closes 25 March.

## What next?

Following feedback on the draft Warkworth Structure Plan, we will collate all the feedback and if necessary, make changes to the structure plan.

The final plan will then be presented to the Planning Committee for adoption in June 2019.

The first stage to implementing the plan will be the preparation and notification of a Plan Change to rezone the future urban land in 'Warkworth North' that is earmarked to be development ready from 2022.



# Draft Warkworth Structure Plan

## Feedback Form Questions

### Email:

Simply scan your completed form and email to [warkworthstructureplan@aucklandcouncil.govt.nz](mailto:warkworthstructureplan@aucklandcouncil.govt.nz)

### In person:

Drop off at your local library, service centre or local board office, or attend one of our drop-in sessions (schedule available at [aucklandcouncil.govt.nz/haveyoursay](http://aucklandcouncil.govt.nz/haveyoursay))

### By post:

Place your completed form in an envelope and send to freepost address.

Warkworth Structure Plan  
Auckland Council  
Freepost Authority 237170  
Private Bag 92 300, Auckland 1142

### Contact details

Your name and feedback will be included in public documents.

All other personal details will remain private.

First name: \_\_\_\_\_

Last name: \_\_\_\_\_

Email address: \_\_\_\_\_

Postal address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Postcode: \_\_\_\_\_

Your local board: \_\_\_\_\_

### Is your feedback on behalf of an organisation?

Yes – I am the official spokesperson for the organisation

No – these are my own personal views

If yes, what is the name of your organisation?

\_\_\_\_\_

\_\_\_\_\_

All personal information that you provide in this submission will be held and protected by Auckland Council in accordance with our privacy policy (available at [aucklandcouncil.govt.nz/privacy](http://aucklandcouncil.govt.nz/privacy) and at our libraries and service centres) and with the Privacy Act 1993. Our privacy policy explains how we may use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information.

We recommend you familiarise yourself with this policy.

### Demographics (optional)

We have a few optional questions which will help us understand a bit more about you.

Please note: the following questions help us understand what groups of the community are engaging with the council.

All questions are optional and, again, all personal information will remain private.

#### Are you?

Male  Female  Gender diverse

#### What age group do you belong to?

<15  15-24  25-34  35-44  45-54

55-64  65-74  75+

#### What ethnicity(s) do you identify with?

(tick all that apply)

NZ European  Maori  Samoan

Tongan  Chinese  Indian

Other (please specify): \_\_\_\_\_

**1. Overall, what do you think about the land uses shown in the draft Warkworth Structure Plan?**

- Strongly agree  Agree  Neutral
- Disagree  Strongly disagree  Don't know/NA

Please tell us why: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**2. Do you have any comments on the locations of the following specific land uses:**

Lower density residential \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Higher density residential \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Small retail centres \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Industrial land \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Potential new parks \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Retention of Morrison's Orchard \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**3. We have developed a green network that includes land around streams, wetlands and bush. This land is intended to be set aside from development and to be the focus of rehabilitation (i.e. revegetation). What do you think about this concept?**

- Strongly agree  Agree  Neutral
- Disagree  Strongly disagree
- Don't know/NA

Please tell us why: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**4. What do you think about the plans for walking and cycling around Warkworth (see walking/cycling map)?**

- Strongly agree  Agree  Neutral
- Disagree  Strongly disagree
- Don't know/NA

Please tell us why: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**5. Do you have any other feedback on the draft Warkworth Structure Plan?**

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

## **Appendix 4 – Email to stakeholders**

Having trouble viewing this email? [Click here](#).



## Warkworth Update

Draft Warkworth Structure Plan: open for feedback from 25 Feb 2019

After months of research, engagement and community input, the council has developed a draft Warkworth Structure Plan. We are now seeking your feedback on the draft plan. The plan is available online [here](#).

The structure plan has been prepared to give a high-level direction to Warkworth's future growth. It sets out a pattern of land uses and a network of transport and other infrastructure for the 1,000ha of Future Urban zone surrounding the existing town. This land will cater for greenfield growth around the town over the next 30 years. The Future Urban zoned area is shown outlined in purple on the map below.

While the structure plan focuses on the Future Urban zoned land, it has been prepared with consideration of the existing town of Warkworth. The land uses and infrastructure networks proposed around the edge of Warkworth look to weave back into the fabric of the existing town.

## Have Your Say

The Warkworth Structure Plan team will be holding open days at the Warkworth Town Hall

- Thursday 7 March (3pm - 7pm)
- Saturday 9 March (10am - 2pm)

Either come along to an open day to tell us what you think about the draft Warkworth Structure plan or submit your feedback online via the Have Your Say webpage. You can also email us at [warkworthstructureplan@aucklandcouncil.govt.nz](mailto:warkworthstructureplan@aucklandcouncil.govt.nz).

Before providing your feedback, we recommend you read the specific parts of the draft plan and supporting material that you want to comment on.

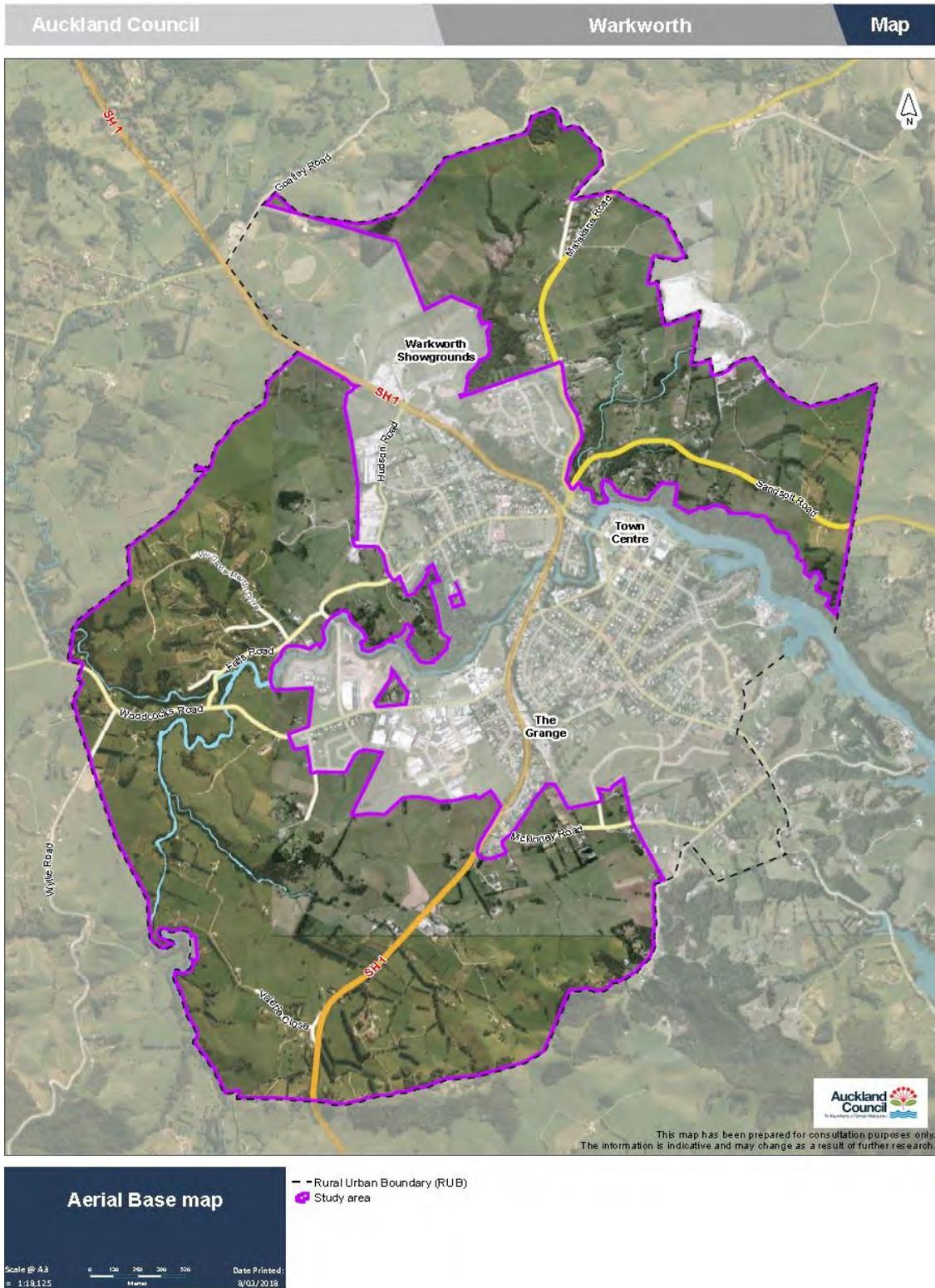
## What Next?

Following feedback on the draft Warkworth Structure Plan we will collate all the feedback and if necessary, make changes to the structure plan.

The final plan will then be presented to the Planning Committee for adoption in June 2019.

The first stage to implementing the plan will be the preparation and notification of a Plan Change to rezone the future urban land in 'Warkworth North' that is earmarked to be development ready from 2022.

### Warkworth Future Urban Zone

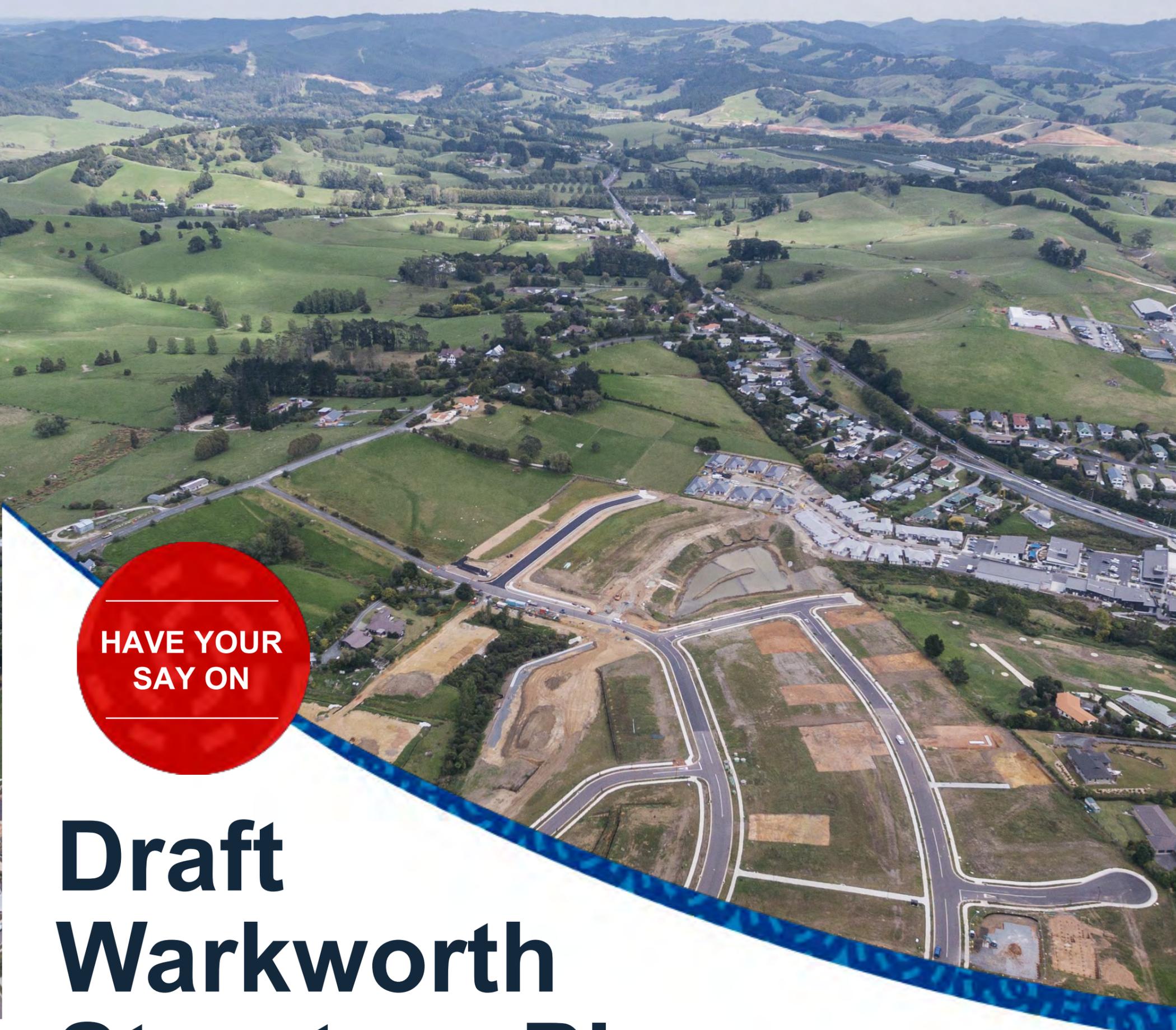


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## **Appendix 5 – Poster for drop-in days**



**HAVE YOUR  
SAY ON**

# Draft Warkworth Structure Plan

## Drop in sessions

Public feedback on the Draft Warkworth Structure Plan is open from 25th February to 25th March 2019.

Come along to one of our drop in sessions at the Warkworth Town Hall and be part of Warkworth's planning journey.

- **Thursday 7<sup>th</sup> March, 3pm – 7pm**
- **Saturday 9<sup>th</sup> March, 10am – 2pm**

You can provide feedback at 'Have Your Say' on the Auckland Council website.

**Find out more:**

Visit: [aucklandcouncil.govt.nz/have-your-say-on](http://aucklandcouncil.govt.nz/have-your-say-on)

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

Phone: 09 301 0101

# **Appendix 6 – Facebook post**



MAR  
9

## Draft Warkworth Structure Plan public consultation meetings

Public · Hosted by Rodney Local Board

★ Interested

🕒 2 dates · 7 Mar – 9 Mar · UTC+13  
Event ended about 1 month ago

📍 Rodney Local Board  
50 Centreway Road, Orewa, Auckland, New Zealand 0931 [Show map](#)

43 interested

Share this event with your friends

### Details

Pop into the Warkworth Town Hall for a chat with the project team about the Draft Warkworth Structure Plan. See you there #FutureWarkworth



Rodney Local Board

February 26 · 🌐

⋮

Have your say on the draft Warkworth Structure Plan. Workshops are taking place on 7 March between 3pm-7pm and on 9 March between 10am-2pm at the Warkworth Town Hall. Read the plan and give feedback <https://bit.ly/2pK6C9y>



AUCKLANDCOUNCIL.GOV.TZ

### About the Draft Warkworth Structure Plan

Have your say on how we're planning for growth in Warkworth.



Rodney Local Board added an event.



March 1 · 🌐

Pop into the Warkworth Town Hall for a chat with the project team about the Draft Warkworth Structure Plan.  
See you there #FutureWarkworth



SAT, MAR 9

**Draft Warkworth Structure Plan public consultation meetings**

✓ Interested ▾

You like Rodney Local Board

## **Appendix 7 – Mahurangi Matters advertisements**

# Planning for Warkworth's future growth

Have  
your say

Thanks to your help we're now nearing completion of the Warkworth Structure Plan to determine how land surrounding the township will be developed over the next 30 years. The plan has been developed after months of research, engagement and community input.

The draft structure plan will be open for public feedback from 25 February to 25 March. This is the opportunity to have your say on the layout of the different land uses and supporting infrastructure shown in the draft plan.

Information about the draft structure plan will be available for your feedback at the Warkworth Town Hall:

- **Thursday 7 March (3pm-7pm)**
- **Saturday 9 March (10am-2pm)**

Reflecting public feedback, the draft plan proposes to protect and restore a 'green network' of areas around streams and bush. The plan has a range of new residential areas; from low density around the outer edges to higher density around new neighbourhood and local centres. Locations for new business land are identified in the plan for future employment growth. The plan also shows indicative locations of potential new parks.

Refinements gained from feedback will be incorporated in the final draft Structure Plan for council approval in June.

Please come and meet us at the open days or visit [aucklandcouncil.govt.nz/haveyoursay](http://aucklandcouncil.govt.nz/haveyoursay) for more information and a feedback form.

 **Have your say** in shaping Auckland's future together.

 [warkworthstructureplan@aucklandcouncil.govt.nz](mailto:warkworthstructureplan@aucklandcouncil.govt.nz)

 [aucklandcouncil.govt.nz/haveyoursay](http://aucklandcouncil.govt.nz/haveyoursay)

 phone 09 301 0101

 #futurewarkworth

 #futurewarkworth

## Planning for Warkworth's future growth



Thanks to your help we're now nearing completion of the Warkworth Structure Plan to determine how land surrounding the township will be developed over the next 30 years. The plan has been developed after months of research, engagement and community input.

The draft structure plan is open for public feedback until 25 March. This is the opportunity to have your say on the layout of the different land uses and supporting infrastructure shown in the draft plan.

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Please visit [aucklandcouncil.govt.nz/haveyoursay](http://aucklandcouncil.govt.nz/haveyoursay) for more information and a feedback form.

Have your say in shaping Auckland's future together.

✉ [warkworthstructureplan@aucklandcouncil.govt.nz](mailto:warkworthstructureplan@aucklandcouncil.govt.nz)

📍 [aucklandcouncil.govt.nz/haveyoursay](http://aucklandcouncil.govt.nz/haveyoursay)

☎ phone 09 301 0101

🐦 #futurewarkworth

📘 #futurewarkworth



## **Appendix 8 – Media articles**

# Localmatters

Your LOCAL community newspapers in Auckland's north

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[NEWS \(/NEWS/INDEX.HTML\)](#)
[DIGITAL EDITIONS](#)
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[HEALTH \(/NEWS/1\\_51-HEALTH.HTML\)](#)
[SPORT \(/NEWS/12\\_61-SPORT.HTML\)](#)
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## ADVERT



**Whangarei Heads ARTS Trail**

**Easter Weekend**  
**April 20 & 21, 10am-5pm**  
 Work from 50 Northland Artists  
 in a compact 30k trail

Posted: 8:26am Tuesday 16 Apr, 2019

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(/news/printer-friendly/139402-worst-animal-abuse-cases-revealed.html)

## Mixed reaction to Warkworth Structure Plan



Public consultation of the Draft Structure Plan

## NEWS

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- 16 Apr 11:22 [Stream bears brunt of Orewa development \(/news/32233-stream-bears-brunt-of-orewa-development.html\)](/news/32233-stream-bears-brunt-of-orewa-development.html)
- 16 Apr 11:03 [New business case for Penlink considers earlier starting dat \(/news/32229-new-business-case-penlink-considers-earlier-starting-dat.html\)](/news/32229-new-business-case-penlink-considers-earlier-starting-dat.html)
- 16 Apr 11:00 [Cancellations leave one ANZAC service \(/news/32225-cancellations-leave-one-anzac-service.html\)](/news/32225-cancellations-leave-one-anzac-service.html)
- 16 Apr 10:55 [Microchip no silver bullet for cats in regional park \(/news/32221-microchip-no-silver-bullet-cats-regional-park.html\)](/news/32221-microchip-no-silver-bullet-cats-regional-park.html)
- 16 Apr 10:45 [Silverdale fire takes entire day to extinguish \(/news/32217-silverdale-fire-takes-entire-day-to-extinguish.html\)](/news/32217-silverdale-fire-takes-entire-day-to-extinguish.html)
- 16 Apr 10:36 [Council retracts felling plan \(/news/32213-council-retracts-felling-plan.html\)](/news/32213-council-retracts-felling-plan.html)
- 16 Apr 08:29 [Celebration rekindles Wellsford kindy memories \(/news/32209-celebration-rekindles-wellsford-kindy-memories.html\)](/news/32209-celebration-rekindles-wellsford-kindy-memories.html)
- 16 Apr 08:26 [Mixed reaction to Warkworth Structure Plan \(/news/32205-mixed-reaction-to-warkworth-structure-plan.html\)](/news/32205-mixed-reaction-to-warkworth-structure-plan.html)
- 16 Apr 08:23 [Post-Christchurch security prompts Anzac re-think \(/news/32201-postchristchurch-security-prompts-anzac-rethink.html\)](/news/32201-postchristchurch-security-prompts-anzac-rethink.html)
- 16 Apr 08:12 [Makarau gun club silenced \(/news/32197-makarau-gun-club-silenced.html\)](/news/32197-makarau-gun-club-silenced.html)

Auckland Council has received more than 200 submissions on its controversial draft Warkworth Structure Plan.

The plan will shape what Warkworth will look like in 30 years when its population is expected to swell to more than 25,000 people.

The plan envisages new and expanded industrial areas, residential areas, retail centres, parks, roads, walkways and cycleways.

Last month, the One Warkworth Business Association hosted a public meeting where its chair, Chris Murphy, and deputy chair Mark Macky blasted the plan for failing to reflect community aspirations.

However, Council principal planner Ryan Bradley says submissions are mixed, with a roughly even level of support for and opposition to land uses detailed in the draft plan.

Mr Bradley said planners were still preparing an Engagement Report, which will be released on the Council website later this month.

But a preliminary assessment of submissions shows support for the plan's "green network" concept, which will exclude land around streams, wetlands and bush from development and instead rehabilitate it through revegetation initiatives.

Also supported was the emphasis on walking and cycling networks, and the retention of Morrison's Orchard – a historic orchard on State Highway 1, just south of Warkworth, which potentially could become a visitor attraction and learning centre.

Mr Bradley says there was a more mixed response to the location of low and high density housing and small retail/office centres.

Meanwhile, there was opposition to the amount and location of industrial land and requests for other types of employment zones – a major concern of the business association.

Other submitters sought changes to the sequencing and timing of development, while others asked for specific parcels of land to be rezoned and some submitted detailed development plans of their own.

Some submissions proposed various suggestions for Warkworth's transport network, including proposals around a southern interchange for the Puhoi to Warkworth motorway, currently under construction.

Mr Bradley says some submitters had some misconceptions on the draft plan.

One was that it had failed to consider the existing Warkworth urban area. But Mr Bradley said the draft plan did in fact recognise the existing town and growth had been planned accordingly.

Other misconceptions were that the plan focused exclusively on developing industrial land to create employment and that it would deal with the detailed design of roads and intersections.

Mr Bradley says that on the contrary, the plan leaves room for other kinds of employment through the development of shops and offices. He says detailed design of roads was beyond the scope of the plan.

Mr Bradley says the plan will likely undergo changes in the wake of the submissions. He says already the draft plan has been heavily influenced by previous rounds of consultation.

This can be seen in such things as the siting of new industrial zones around existing industrial zones, and the location of small retail centres around the Matakana link road, around Valerie Close in the south and around Woodcocks Road in the west.

The plan is due to be considered by the Council's Planning Committee on June 4, along with a report recommending adoption. However, the committee is not obliged to accept the recommendation and could ask for an alternative.

YOU MAY ALSO LIKE...

OPINION POLL

We're not running a poll right now, check back soon!

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FACEBOOK

The Facebook snippets show two pages. The first is 'Hibiscus Matters' with 4,116 likes and buttons for 'Like Page' and 'Share'. Below it is a prompt: 'Be the first of your friends to like this'. The second is 'Mahurangi Matters' with 4,190 likes and buttons for 'Like Page' and 'Share'. Below it is a notification: '1 friend likes this' with a small profile picture.

ADVERT

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**By: B Martin (/news/30559-fury-over-plan-to-remove-historic-weir.html#comments)**  
Nature knows best  
19 Jan 13:45

**By: Chanui\_guy (/news/30394-new-coast-school-sites-revealed.html#comments)**  
Too little too late

Mon 04, Feb 2019 16:06:18

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	<a href="#">HEALTH (/NEWS/1_51-HEALTH.HTML)</a>	<a href="#">SPORT (/NEWS/12_61-SPORT.HTML)</a>	<a href="#">WHAT'S ON</a>	<a href="#">WEATHER (/WEATHER/2-AUCKLAND.HTML)</a>
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Posted: 3:16pm Monday 12 Nov, 2018

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[\(/news/printer-friendly/139402-worst-animal-abuse-cases-revealed.html\)](/news/printer-friendly/139402-worst-animal-abuse-cases-revealed.html)

## Transport uncertainty puts brakes on Warkworth town planning

# Auckland Council

*Te Kaunihera o Tāmaki Makaurau*



Auckland Council has delayed releasing a plan for Warkworth's future urban growth until there is more clarity around transport plans for the region.

A draft structure plan was due to be released this month following public consultation on future land use and infrastructure.

The plan will identify sites for new schools, parks, shops and industrial areas.

Auckland Council planner Ryan Bradley says Council has draft plans drawn up but can't share them yet because of uncertainty over the community's big transport projects.

Transport planning is currently being reviewed as part of the Supporting Growth Programme – an initiative of Auckland Transport and the New Zealand Transport Agency, which is tasked with developing transport plans for Warkworth's expansion over the next 30 years.

Roading projects Supporting Growth is considering or refining include the western collector (connecting Woodcocks Road to SH1), Matakana link road (connecting SH1 to Matakana Road) and a southern interchange (allowing access to the new Puhoi to Warkworth motorway from the south of Warkworth).

Mr Bradley anticipates work on transport options will be sufficiently advanced this year that the draft structure plan will be able to be released around February next year.

"We will go out with a full package showing the land use plan for Warkworth and how all the transport and other infrastructure will work to support it," he says.

### ADVERT



### NEWS

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- 30 Jan 12:56 **No decision yet on apartment blocks** (</news/30970-no-decision-yet-on-apartment-blocks.html>)
- 30 Jan 11:14 **Sayers' book suggests housing crisis solution** (</news/30965-sayers-book-suggests-housing-crisis-solution.html>)
- 29 Jan 17:33 **Coast jetskiers taking on 700km adventure ride** (</news/30960-coast-jetskiers-taking-on-700km-adventure-ride.html>)
- 29 Jan 17:26 **Fare rises hit commuters' pockets** (</news/30955-fare-rises-hit-commuters-pockets.html>)
- 29 Jan 17:23 **Gulf Harbour trees vandalised** (</news/30950-gulf-harbour-trees-vandalised.html>)
- 29 Jan 17:21 **Local board members remain undecided in election year** (</news/30945-local-board-members-remain-undecided-election-year.html>)
- 29 Jan 17:18 **Consultation soon on water strategy for Auckland** (</news/30940-consultation-soon-on-water-strategy-auckland.html>)
- 29 Jan 17:12 **Local folk: Sam Stammers** (</news/30935-local-folk-sam-stammers.html>)
- 29 Jan 17:09 **Dancing a life saver for Red Beach couple** (</news/30930-dancing-life-saver-red-beach-couple.html>)
- 29 Jan 17:06 **Chasing the sculpting dream** (</news/30925-chasing-sculpting-dream.html>)

### OPINION POLL

Mr Bradley says the draft plan will be subject to further public consultation. This will include seeking feedback during open days at the Warkworth Town Hall, but will also likely involve Council staff reaching out to people at public events and running sausage sizzles outside supermarkets.

Letters will also be sent to Warkworth residents informing them of the plan and how they can provide input on it.

It's hoped the draft plan will be able to be finalised around April or May next year.

More than 1000ha of land has been identified for future urban growth in Warkworth, with the town's population expected to grow five-fold over the next three decades.

We're not running a poll right now, check back soon!

ADVERT



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Local folk: Sam Stammers



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Property rental hikes slow



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## Community updated on Warkworth growth planning



Auckland Council planner Ryan Bradley explains the structure plan to a visitor at the Warkworth Town Hall.

Warkworth Town Hall was the venue for two information sessions last month to report back to the community on planning for Warkworth's future urban growth.

A series of display boards summarised community feedback on Warkworth's Structure Plan at the information sessions.

The feedback was gathered during workshops in June, where groups of community members were invited outline a land use and supporting infrastructure plan on maps that were provided.

Auckland Council planner Ryan Bradley says by overlaying the maps on top of one another, it was possible to see there was a lot of agreement on land use and infrastructure, even though the ideas came from groups working independently of each other.

Key points that emerged were:

- A desire to enhance road transport connectivity. In particular, for a western collector (connecting Woodcocks Road to SH1), Matakana link road (connecting Matakana and Sandspit Roads) and a southern interchange (allowing access to the new Puhoi to Warkworth motorway from the south of Warkworth).
- Support for a walking and cycling network, separate from main arterials and connected to waterways and green spaces.
- A desire to expand existing industrial areas and create new industrial

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### OPINION POLL

areas close to the new motorway.

- A desire to maintain Warkworth Town Centre as the primary centre, but creating two to three additional centres with five to 10 shops in each.
- Support for at least two new primary schools and one new college.
- Support for a new hospital.
- Creation of parks close to new centres and schools.

Auckland Council will incorporate suggestions into a draft structure plan to be released in November, when the public will have a further opportunity to provide feedback.

Feedback related to transport has already begun to inform the Supporting Growth Programme – an initiative of Auckland Transport and the New Zealand Transport Agency to develop transport plans to cater for Warkworth’s expansion over the next 30 years.

Supporting Growth was also present at the Town Hall sessions with display boards illustrating current transport options being considered and inviting public comment.

These offered refinements of transport suggestions made for the structure plan and included further suggestions for improving Warkworth’s eastern connections. Among these was a proposal to link McKinney Road in the south to Matakana Road in the north via a new road that would veer east of the Warkworth Town Centre and require the construction of a new bridge over the Mahurangi River.

The public has until September 7 to give feedback on Supporting Growth’s initial suggestions. An online feedback form is available at [supportinggrowth.govt.nz](http://supportinggrowth.govt.nz).

More than 1000ha of land has been identified for future urban growth in Warkworth, with the town’s population expected to grow five-fold over the next three decades.

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# Business association slams draft Warkworth Structure Plan

One Warkworth presented a damning assessment of Auckland Council's draft Warkworth Structure Plan at a public meeting held at the Bridgehouse Bar and Restaurant on March 20, just days before public submissions on the plan closed.

The plan anticipates what Warkworth will look like in 30 years, when its population is expected to have grown to between 25,000 and 30,000 people. The plan envisages new and expanded industrial areas, residential areas, retail centres, parks, roads, walkways and cycleways.

During their presentation to about 60 people, One Warkworth chair Chris Murphy and deputy chair Mark Macky said the vision for the structure plan did not appear to be reflected in the plan itself, nor did it appear to reflect community aspirations.

Mr Macky said a major problem was the limited scope of the draft plan. It dealt only with the 1000ha of land within the Rural Urban Boundary (RUB), zoned Future Urban. It specifically excluded the existing Warkworth township.

"It's really hard to plan the future of a town without taking the existing town into account," he said.

Furthermore, land just outside the RUB might be perfect for a particular purpose, but could not be considered by the plan.

For example, there was not much flat industrial land within the RUB, but



Mark Macky, left, with Chris Murphy outlining their objections to the plan.

beyond it, there was an abundance with good motorway connections.

To keep within the RUB, the plan had fragmented industrial land into four separate areas that was "poorly located."

Mr Macky further argued that it should be designated general business land rather than "industrial".

"I don't know about you guys, but I don't like the idea of living in an industrial town," he said.

The presenters praised the designation of a southern interchange on the Puhoi to Warkworth motorway, currently under construction, but criticised the fact that, according to the plan, it would

only allow motorists to head south.

Trucks leaving the southern industrial area wanting to head north would be obliged to travel through residential areas, through the middle of town and through the Hill Street intersection. Southern residents heading north would face the same hurdles.

The presenters said it was essential the interchange allowed vehicles to head north and south.

Other concerns included placing reserves inappropriately on top of hills and overlooking motorways, business zoning that was not sufficiently diverse and a roading network that seemed

incomplete and ineffective,

Responding to criticisms, Council planner Ryan Bradley said Council did not feel it was necessary for the structure plan to look beyond the RUB, as there was plenty of land within it to meet Warkworth's needs.

He said there was no desire to turn Warkworth into an industrial town. Proposed industrial zoned land had been tacked on to existing industrial zoned land and the percentage of people working in industry in 30 years was not anticipated to be any greater than it was today.

Council North West planning manager Warren McLennan said many issues raised at the meeting had also been discussed by Council officers and it would be interesting to see the public submissions.

"If the community speaks with one voice there is potential for change," he said.

He said Council had pressured the NZ Transport Agency for the southern interchange. He was pleased it had made it on to the draft plan and hoped the agency could be persuaded to develop it further.

Once public feedback has been considered, the plan is scheduled to go to Council's Planning Committee for adoption in June.

A One Warkworth PowerPoint presentation on the structure plan is available at [localmatters.co.nz/news/31588-warkworth-structure-plan-responses.html](http://localmatters.co.nz/news/31588-warkworth-structure-plan-responses.html)

## Plan shapes Warkworth's "satellite" status

Auckland Council has released a document that paints a picture of what Warkworth will look like when 25,000 to 30,000 people are living in the town.

The draft Warkworth Structure Plan envisages a range of intensified residential options, new and expanded industrial areas, walkway and cycleway networks, and a large local and intercity bus station in the vicinity of Valerie Close, south of Warkworth.

Around 1000ha surrounding the town are earmarked for development over the next 30 years. This will include 7500 new homes, new parks and sportsfields, new shopping centres, possibly two new primary schools, an expansion of secondary school options and new medical facilities.

Substantial areas for future employment (mostly industry, but also small areas for offices and retail) are identified. This is, according to the plan, to enable Warkworth to have the potential to be self-sufficient for local jobs and reduce the need for residents to commute to Auckland for work.

While the plan will guide future development, the authors say it has not been prepared in a vacuum, but builds on the existing town rather than creating a separate and distinct area. The vision is to create a town that retains its rural and natural character, is centred on the Mahurangi River, and has easy walking and cycling access.

Morrison's orchard, on SH1 just south of Warkworth, is retained as a special feature, which may enable the operation to continue as a working orchard with additional complementary activities and public access through walking and cycling paths.

While the document acknowledges community aspirations for a multi-purpose sports facility and community pool, these initiatives are noted only as "other infrastructure" to be investigated and are given no set location.

### Where will the housing go?

The most significant residential density is located in the south. This is due to a combination of features in the south including flat land, the adjacent proposed local centre, a public transport interchange, an indicative sports park, a possible new school site, a new arterial route, and a potential motorway southern interchange (south facing ramps only).

The draft plan envisages providing 7500 new dwellings as follows:

- Large Lot zone (minimum 4000sqm) comprises 182ha of the study area to enable around 200-350 dwellings.
- Single House zone (minimum size 600sqm) comprises 336ha to enable around 2400 dwellings.
- Mixed Housing Suburban zone comprises 223ha to enable around 2800 dwellings.
- Mixed Housing Urban zone (typically up to three storeys in a variety of sizes and forms, including detached dwellings, terrace housing and low-rise apartments) comprises 117ha to enable around 1400 dwellings.
- Terrace housing and apartments comprises 17ha to enable around 400 dwellings.

A plan change for Warkworth North (324ha) is anticipated to be notified this year and operative (subject to appeals) by the end of 2021. Warkworth South (493ha) will come on-stream between 2028 to 2032.

### Retail centres

The plan envisages a total of six retail centres, with the existing town centre continuing to be the main base for commercial, leisure, residential, tourist, cultural, community and civic services.

The plan also identifies potential for the existing town centre to expand up and out, largely through the nine hectares of mixed use zoning around the centre. This area is predominantly occupied by older housing stock that could be redeveloped into higher density residential and office/retail space.

Meanwhile, if the resource consent for the proposed Stockyard Falls large format retail development, near Summerset Village, lapses in 2021, the land will revert to light industry – making it very difficult to establish the centre on the land.

"If retail space does not materialise at



## Hill St queues going nowhere

There is no light at the end of the tunnel yet for congestion at the notorious Hill Street intersection in Warkworth.

Despite consultation last December to identify preferred options to improve traffic flow through the intersection, the NZ Transport Agency acting system design manager Emma Harris says no work beyond the current business case phase has confirmed funding.

"The business case will be used to guide any decision-making on form and funding of the future phases of the project," Ms Harris says.

"As yet, there is no preferred option. We expect to complete this work in the coming months."

Although there is almost \$29 million set aside for Hill Street improvements in the current (2018-28) Regional Land Transport Plan, it is understood that this is indicative only.

Public consensus is that the intersection will remain largely unchanged until at least a few years after the opening of the Puhoi to Warkworth motorway and the new Matakana link road.

## Briefs

### Traffic safety

Speeding cars, corner cutting and other traffic issues affecting the Matakana, Whangateau and Leigh area will be discussed at a public meeting on Friday, March 15, at the Whangateau Hall. An AT representative, Rodney Councillor Greg Sayers and Warkworth Police Sgt Mark Stallworthy will attend the meeting, which starts at 7.30pm.

### Waste money

Ideas that help to cut waste could be eligible for funding of up to \$5000 from Auckland Council's Waste Minimisation and Innovation Fund. Businesses, schools, community and iwi groups can apply for funding. Applications for the next round open on April 1. Info: [aucklandcouncil.govt.nz/wastefund](http://aucklandcouncil.govt.nz/wastefund)

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## Warkworth Structure Plan responses

continued from page 3

### Industry set to border rivers

The **Warkworth Spatial Plan Working Group** provided comprehensive comment on the draft Warkworth Structure Plan, which can be read in full with this story online. Abridged versions of their answers are as follows:

#### Are there any surprises in the plan?

- Why is an apple orchard proposed to be "protected"? This is a site-specific issue that should be tested through a resource consent or plan change process. It is not a reflective outcome for a structure, which is intended to provide for the efficient use of urban land and achieve a quality compact urban form as dictated by Council policy.
- There is a large emphasis on light and heavy industry zoned land, the only new business/general business land is already flagged for a supermarket. How does this drive the employment future of the town? The opportunity for a "smart" economy is limited without general business. There are also limited opportunities for supporting business activities, such as the establishment of visitor accommodation, conference facilities and offices. This will limit the types of jobs that will be available in Warkworth, as the capacity of the existing town centre to provide for all the office and non-industrial or manufacturing jobs of the future is limited. This will also mean that people working in non-industrial or manufacturing or retail jobs will need to travel out of town for work.
- There does not appear to be any specific areas for rural services, such as stock and freight truck stops, service centres and so on.

#### Do you have any particular concerns?

- Light and heavy industry are placed next to residential zoned land with no (or only road) buffers to protect from noise, dust, etc. This detracts from the residential environment and affects the ability of industrial land to be properly and efficiently used. It will create issues now and into the future. There are better options to achieve greater separation of these land uses.
- There are pockets of inconsistently zoned land that will have major effects on the quality of streetscape - simply, these streets won't be attractive and have the potential to become lesser enjoyed and valued places, i.e. residential, then a pocket of light industrial, then residential again on the same street.
- There is incomplete and ineffective public transport links for Warkworth north. No networks are shown along the Matakana link

road or the proposed western link road, despite significant residential areas potentially accessing these roads. Again, people are being forced into cars as the only viable transport option.

- Heavy and light industry is placed beside the upper reaches of the Mahurangi River. Not only does this prevent access and good custodianship of the river, it degrades it as a visual amenity and presents potential pollution concerns.
- Lack of green open space simply because the Parks Dept does not have the budget today, should not prevent us from aspiring to have that amenity in the future.

#### Do you have any further comments?

- It is good to see higher densities proposed for Warkworth, but this does not appear to achieve the balance sought by the community for higher density with a corresponding increase in public open space. Indicative reserves are not shown in areas that achieve community aspirations, such as adjacent to the river tributaries. Esplanade reserves are insufficient.
- The structure plan is the document to guide the future development of Warkworth and a five-fold increase in population. The draft plan is not inspirational or creative. There are significant opportunities missed to promote the river and access to it and also the potential for Warkworth to be a hub for industry and businesses related to water-based and marine activities. The draft lacks imagination and understanding of the community.
- There needs to be an emergency services hub nominated.
- The disproportional emphasis on walkways and cycleways needs a lid put on it. A comprehensive roading network is the key to servicing the rural service community. Who is going to bring their produce to town on an e-scooter, or return with their weekly supermarket shopping?

#### Rodney Councillor Greg Sayers:

I am disappointed that the Hill Street improvements were excluded from the structure plan, even though I asked for it to be included, but NZTA said they didn't want it included, as they were already working on Hill Street as a separate project (see story p.5).

People have mentioned that the draft structure plan summary brochure posted to local residents asking for feedback is difficult to fully

continued next page

From previous page

understand without reading the associated 150 page report. Therefore, I would encourage people who are interested in what future community amenities are being planned to refer to that more detailed report, rather than just rely on the summary brochure, to give informed feedback to Auckland Council's planners.

Rodney Local Board

The plan was due to be discussed at the Local Board's Transport Infrastructure and Environment Committee workshop last Thursday. However, on the question of an interim park and ride at the northern motorway interchange, which will eventually be replaced by a permanent park and ride at a southern interchange, Board chair Beth Houlbrooke says this will make no difference to the Board's plan to run a park and ride of its own at the Atlas site, on SH1.

"The Board is building 80 to 120 carparks at the Atlas site, with construction expected to start sometime this year, funded through the transport targeted rate," she says. "That will go ahead regardless of any future park and ride to be provided by Auckland Transport (nothing in the current 10 year plan), because the Atlas site has been retained for future community use. Any future community facility will require parking, so this is a long-term investment. The additional carparks will also serve as long-needed overflow parking for the showgrounds."

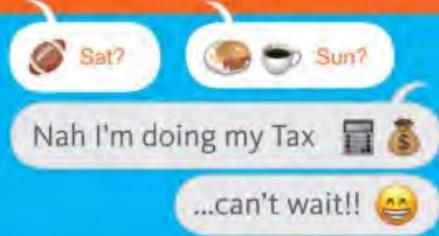
One Warkworth

We have not yet undertaken a thorough review, but can comment briefly on roading infrastructure as

follows:

- We are pleased the southern interchange for the highway remains. This is crucial for Warkworth to cope with the planned population growth. We are concerned about the uncertainty regarding the location and timing of this work, and will be pushing hard to create greater certainty.
- Due to existing development, we do not see the western collector/connector serving the role Auckland Transport and Warkworth needs it to. This is a direct consequence of a failure to take timely action in the designation of the route and land. It is a failing we do not want repeated in relation to the southern interchange and the Sandspit collector.
- We see potential for a true free-flowing western collector commencing at the Matakana link road intersection in the north and running alongside the new motorway, to the west and south, on land that is currently designated for the motorway, so no significant land acquisition is required. This road would connect the proposed new western commercial zone and the southern interchange.
- We would also like to see the requests that arose out of the consultation for the locations of schools and a northern hospital reflected on the plan and in land designations. In response to this last comment, Auckland Council advises that it would also like to provide for these important services, but Ministry of Education and the Waitemata District Health Board, respectively, drive these two matters.

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## Draft structure plan published

# Auckland Council

*Te Kaunihera o Tāmaki Makaurau*



After years of planning, consultation and community feedback, Auckland Council has issued the first draft Warkworth Structure Plan, which will determine how land around the town is developed over the next 30 years.

New residential areas, parks and business land are among the proposals being put forward and people are being encouraged to have their say on the ideas for new land uses and infrastructure from now until March 25.

Details of the draft plan will be on display at two open days at Warkworth Town Hall, on Thursday, March 7, between 3pm and 7pm, and on Saturday, March 9, from 10am to 2pm.

A Council spokesman said the draft plan proposed to protect and restore a 'green network' of areas around streams and bush, and showed indicative locations of potential new parks. It also features a range of new residential areas, from low density around the outer edges to higher density around new neighbourhood centres.

Feedback will be incorporated in the final draft structure plan for Council approval in June. As well as the open days, feedback can be left online at [aucklandcouncil.govt.nz/haveyoursay](http://aucklandcouncil.govt.nz/haveyoursay), emailed to [warkworthstructureplan@aucklandcouncil.govt.nz](mailto:warkworthstructureplan@aucklandcouncil.govt.nz) or submitted by phone on 09 301 0101.

# Council under pressure over industrial zoned land

Some of the strongest flak directed at the draft Warkworth Structure Plan relates to industrial zoned land.

At a public meeting in April, the One Warkworth Business Association slammed the plan for fragmenting industrial land into separate areas that it said were “poorly located”, and argued should be designated for general business rather than industrial land.

Auckland Council is currently finalising an Engagement Report following public consultation on the structure plan, which will summarise public submissions and Council’s response.

Despite the fact the report is still to be completed, Council planner Ryan Bradley was willing to share the gist of the submissions on the industrial land proposals.

He says overall there was support for increasing the amount of industrial land to enable more local employment and prevent Warkworth becoming a commuter town.

There was also support for adding new industrial land around existing industrial zones to limit the phenomenon of “reverse sensitivity”. This is where new land uses can have the effect of detrimentally affecting established land uses.

Nevertheless, critics continued to blast the plan on several fronts.

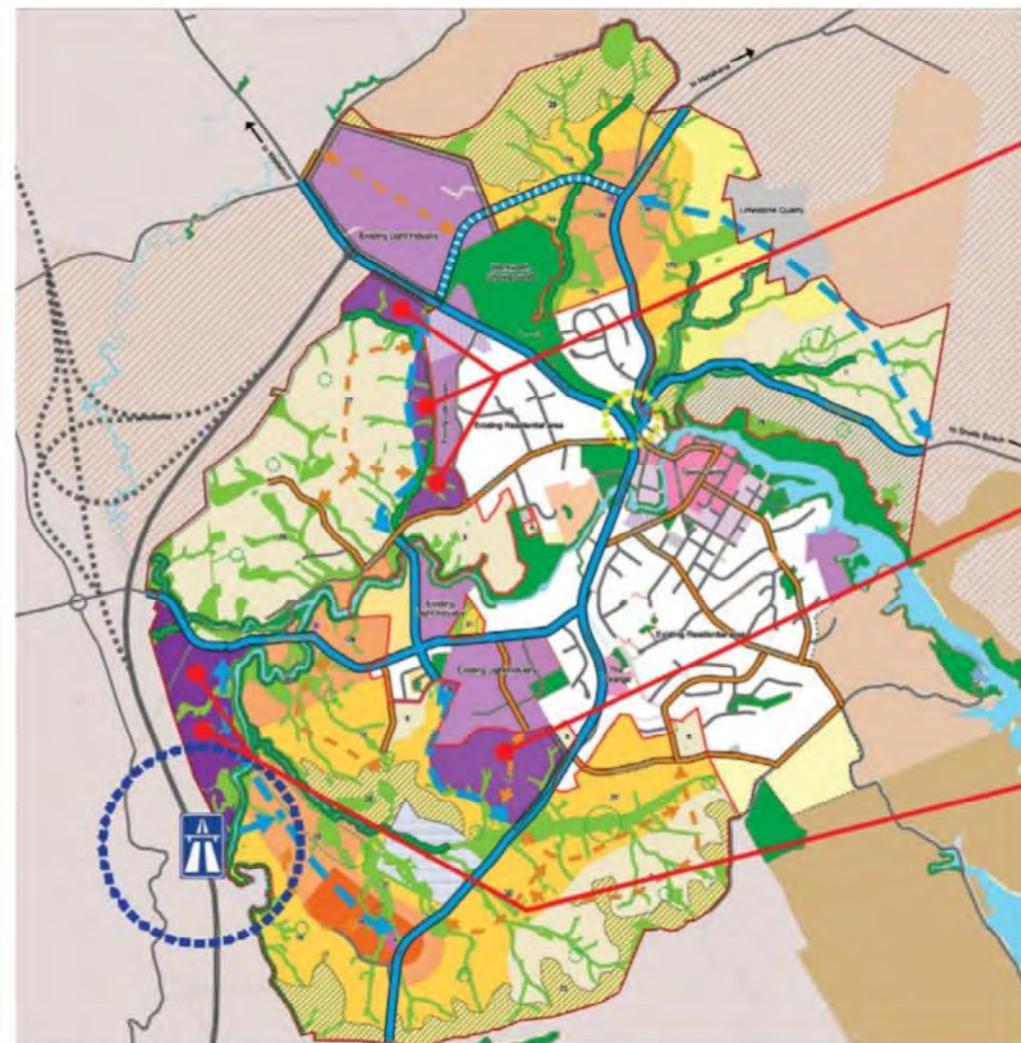
Key concerns were that:

- There is too much industrial land and it will turn Warkworth into a blue-collar town.
- The plan should provide more land for high-skilled jobs in technology and research.
- There is better industrial land available further north with good road connections.
- Industry is placed next to residential areas with little to protect the residential areas from noise and dust.
- More land should be made available for large format retail stores.
- Industrial land should not be placed near waterways.

Mr Bradley says Council will respond to these criticisms as part of its engagement report. Some will likely generate changes to the draft plan. He feels other concerns already have straightforward answers. For example, he says the industrial zones are not limited to low skilled, factory-type employment, but can also accommodate facilities for advanced technology and research.

Once revisions have been made, the structure plan will be considered by Council’s Planning Committee on June 4.

## What the draft structure plan proposes ...



The draft Warkworth Structure Plan proposes three additional chunks of industrial land in and around Warkworth.

**Northern industrial land:** This comprises flat land that fronts State Highway 1, opposite existing light industry zoned land. The southern boundary of this land adjoins a stream. It's anticipated an "esplanade reserve" (20 metres on either side of the stream bank) will provide a buffer between the industrial land and residential areas. Arterial roads will provide further buffers to residential areas. The plan recommends landscape screening along the land fronting SH1 to create a pleasant northern entrance to Warkworth rather than an unpleasant industrial one.

**Southern industrial land:** This comprises an extension of the established Morrison Drive/ Glenmore Drive light industrial area. The land is sloping and the slopes are mostly south facing, which is not ideal for residential development but can suit industrial development. As in the north, arterial roads will be used to buffer the industrial area from other land uses and landscape screening is planned to contain any unpleasant visual impact.

**South-western industrial land:** This new industrial area is near a potential southern interchange of the Puhoi to Warkworth motorway (currently under construction). This means the land would have good access to the national freight network. The land is bordered by the motorway, Woodcocks Road and the right branch of the Mahurangi River. It's anticipated the area will have an esplanade reserve on both sides of the river creating a 40-metre separation between the industrial land and neighbouring uses.

Industrial land designations in draft Warkworth Structure Plan.

## **Appendix 9 – Feedback form**

# Draft Warkworth Structure Plan

## Feedback Form Questions

### Email:

Simply scan your completed form and email to [warkworthstructureplan@aucklandcouncil.govt.nz](mailto:warkworthstructureplan@aucklandcouncil.govt.nz)

### In person:

Drop off at your local library, service centre or local board office, or attend one of our drop-in sessions (schedule available at [aucklandcouncil.govt.nz/haveyoursay](http://aucklandcouncil.govt.nz/haveyoursay))

### By post:

Place your completed form in an envelope and send to freepost address.

Warkworth Structure Plan  
Auckland Council  
Freepost Authority 237170  
Private Bag 92 300, Auckland 1142

### Contact details

Your name and feedback will be included in public documents.

All other personal details will remain private.

First name: \_\_\_\_\_

Last name: \_\_\_\_\_

Email address: \_\_\_\_\_

Postal address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Postcode: \_\_\_\_\_

Your local board: \_\_\_\_\_

**Is your feedback on behalf of an organisation?**

Yes – I am the official spokesperson for the organisation

No – these are my own personal views

If yes, what is the name of your organisation?

\_\_\_\_\_

\_\_\_\_\_

All personal information that you provide in this submission will be held and protected by Auckland Council in accordance with our privacy policy (available at [aucklandcouncil.govt.nz/privacy](http://aucklandcouncil.govt.nz/privacy) and at our libraries and service centres) and with the Privacy Act 1993. Our privacy policy explains how we may use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information.

We recommend you familiarise yourself with this policy.

### Demographics (optional)

We have a few optional questions which will help us understand a bit more about you.

Please note: the following questions help us understand what groups of the community are engaging with the council.

All questions are optional and, again, all personal information will remain private.

#### Are you?

Male  Female  Gender diverse

#### What age group do you belong to?

<15  15-24  25-34  35-44  45-54

55-64  65-74  75+

#### What ethnicity(s) do you identify with?

(tick all that apply)

NZ European  Maori  Samoan

Tongan  Chinese  Indian

Other (please specify): \_\_\_\_\_

**1. Overall, what do you think about the land uses shown in the draft Warkworth Structure Plan?**

- Strongly agree  Agree  Neutral  
 Disagree  Strongly disagree  Don't know/NA

Please tell us why: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**2. Do you have any comments on the locations of the following specific land uses:**

Lower density residential \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Higher density residential \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Small retail centres \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Industrial land \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Potential new parks \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Retention of Morrison's Orchard \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**3. We have developed a green network that includes land around streams, wetlands and bush. This land is intended to be set aside from development and to be the focus of rehabilitation (i.e. revegetation). What do you think about this concept?**

- Strongly agree  Agree  Neutral  
 Disagree  Strongly disagree  
 Don't know/NA

Please tell us why: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**4. What do you think about the plans for walking and cycling around Warkworth (see walking/cycling map)?**

- Strongly agree  Agree  Neutral  
 Disagree  Strongly disagree  
 Don't know/NA

Please tell us why: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**5. Do you have any other feedback on the draft Warkworth Structure Plan?**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## **Appendix 10 – Coding framework**

## Draft Warkworth Structure Plan Feedback – March 2019

### Coding Framework

Number	Topic	Description
Question 1: Overall what do you think about the land uses show in the draft Warkworth Structure Plan?		
1.1	General Support	<i>Comments that are non-specific any of the other codes but show support for the plan.</i>
1.2	Infrastructure before growth	<i>Any comments that suggest infrastructure needs to be in place before the development occurs.</i>
1.3	Site/ area specific zoning, overlay, or staging matters	<i>Any specific site/ area comments around supporting or opposing a zoning, an overlay (e.g. landscape), or the sequencing of development areas.</i>
1.4	Review scope of the plan	<i>Any comments that the plan should cover the existing town centre, shift the Rural Urban Boundary (in or out), cover outer lying settlements (e.g. Snells Beach), or question why the town should grow to such an extent.</i>
1.5	Comments on parks	<i>Any comments on the park networks, parks in general (including sports parks).</i>
1.6	Comments on business land	<i>Any comments on business zones (industrial, general business, mixed use, centres) around the need for more, less, different general areas including comments on large format retail areas.</i>
1.7	Comments on the transport network	<i>Comments on the transport network including Hill Street intersection, Matakana Link Road, Western Link Road, Wider Western Link Road, Sandspit Link Road, the southern interchange, park and rides, general congestion, walking/cycling, and parking in the town centre.</i>
1.8	Show/ provide facilities	<i>Comments around the provision of schools, hospitals, leisure centre, pools etc. including showing these on the map.</i>
1.9	Comments on residential density	<i>General support or opposition to higher density or low density and general suggested areas for these.</i>
1.10	General opposition comments	<i>These are for comments that are non-specific to any of the other codes, but are negative towards the draft plan.</i>
1.11	Don't know/ unsure	<i>Only used where the comment is specifically that they don't know or are unsure (it is <u>not</u> used for a blank response).</i>
1.10	Other	<i>Does not fit other codes.</i>

Number	Topic	Description
<b>QUESTION 2</b>		
<b>Do you have any comments on the locations of any of the specific land uses...</b>		
<b>LOW DENSITY RESIDENTIAL (2.1)</b>		
2.1.1	General support	<i>Generally supportive of the low density residential areas shown in the draft plan.</i>
2.1.2	Site/ area specific zoning, overlay or staging matter	<i>Site/ area specific comments around zoning and/or the sequencing of development areas</i>
2.1.3	Transport comments	<i>Any specific transport comments that do not fit other codes</i>
2.1.4	General opposition	<i>Generally opposing the low density residential areas shown in the draft plan</i>
2.1.5	More low density needed	<i>Any comments seeking more areas for low density residential (general rather than specific areas under 2.1.2) including down-zonings</i>
2.1.6	Less low density needed	<i>Any comments seeking more areas for high density residential (general rather than specific areas under 2.1.2) including up-zonings</i>
2.7 to 2.10	.....	<i>Codes not used</i>
2.1.11	Don't know/ Unsure	<i>Only used where the comment is specifically that they don't know or are unsure (it is <u>not</u> used for a blank response).</i>
2.1.12	Other	<i>Does not fit other codes.</i>
<b>HIGH DENSITY RESIDENTIAL (2.2)</b>		
2.2.1	General support	<i>Generally supportive of the high density residential areas shown in the draft plan.</i>
2.2.2	Locate high density residential close to the town centre	<i>Comments that suggested high density developments should be focused near the existing Warkworth Town Centre</i>
2.2.3	Oppose high density residential	<i>Opposes generally any high density residential in Warkworth or seeks to have it greatly reduced</i>
2.2.4	Site/ area specific zoning, overlay or staging matter	<i>Any specific site/ area comments around supporting or opposing a zoning, an overlay (e.g. landscape), or the sequencing of development areas.</i>
2.2.5	High density in wrong location/ suggested other general locations	<i>High density residential should not be in the areas where they currently proposed and/or suggestions of high density residential in other general areas.</i>
2.2.6	Characteristics for locating high density residential	<i>Comments that suggest various characteristics of where high density residential areas should be placed (i.e. close to parks, schools, public transport etc).</i>
2.2.7	More high density needed	<i>Seek more high density residential areas in Warkworth</i>
2.2.8	Transport comments	<i>Any specific transport comments that do not fit other codes</i>

Number	Topic	Description
2.2.9-10	.....	<i>Code not used</i>
2.2.11	Don't know/ Unsure	<i>Only used where the comment is specifically that they don't know or are unsure (it is <u>not</u> used for a blank response).</i>
2.2.12	Other	<i>Does not fit other codes.</i>
<b>SMALL RETAIL CENTRES (2.3)</b>		
2.3.1	General support for retail centres in plan	<i>Generally supportive of the small centres shown in the draft plan.</i>
2.3.2	Need more retail centres/ not enough	<i>Comments around needing more centres and/or new centres.</i>
2.3.3	Too much/ focus retail in fewer areas	<i>Comments around focusing retail in one (or only a few) areas and/or how there is too many centres/too much retail area.</i>
2.3.4	Additional centres needed	<i>More centres needed and where (often just general areas).</i>
2.3.5	Need areas for large scale retail/ large format stores	<i>Comments on the need for zones that accommodate large format retail (i.e. General Business) and/or seeking very large retail areas (i.e. a mall).</i>
2.3.6	Centres shown in wrong locations	<i>Any comments generally or specifically on the centres being poorly located.</i>
2.3.7	Factors to take into consideration when locating small centres	<i>Any comments that relate to factors that should be considered in locating centres (e.g. traffic, parking, higher density housing locations).</i>
2.3.8 to 2.3.10		<i>Did not use these codes</i>
2.3.11	Don't know/ Unsure	<i>Only used where the comment is specifically that they don't know or are unsure (it is <u>not</u> used for a blank response).</i>
2.3.12	Other	<i>Does not fit other codes.</i>
<b>INDUSTRIAL LAND (2.4)</b>		
2.4.1	General support for industrial shown in plan	<i>Generally supportive of the Light and/or Heavy Industrial areas shown in the draft plan.</i>
2.4.2	Too fragmented/ cluster industrial together	<i>Any comments around the industrial areas being too fragmented and better focused in one area</i>
2.4.3	Shift RUB to find more suitable industrial land	<i>Any comments around the Rural Urban Boundary constraining good locations for industrial land and suggestions for industrial areas outside the Rural Urban Boundary.</i>
2.4.4	Concern around the interface with residential/ streams/ environment	<i>Any reverse sensitivity or contamination/ environment and interface comments particularly between industrial land and residential land/river/ecological areas/town entrance.</i>
2.4.5	Site/ area specific zoning, overlay or staging matter	<i>Any specific site/ area comments around supporting or opposing a zoning, an overlay</i>

Number	Topic	Description
		<i>(e.g. landscape), or the sequencing of development areas.</i>
2.4.6	Transport comments	<i>Any specific transport comments that do not fit other codes.</i>
2.4.7	Locate only on flat land	<i>Any comments relating to industry needing flat land.</i>
2.4.8	General opposition	<i>General opposition to the industrial zonings in the plan or opposition to industrial land in general</i>
2.4.9 to 2.4.10	.....	<i>Codes not used</i>
2.4.11	Don't know/ Unsure	<i>Only used where the comment is specifically that they don't know or are unsure (it is <u>not</u> used for a blank response).</i>
2.4.12	Other	<i>Does not fit other codes.</i>
<b>POTENTIAL NEW PARKS (2.5)</b>		
2.5.1	Need more/ can't have too many parks	<i>Any comments generally requesting more parks and/or that there can never be enough parks</i>
2.5.2	General support	<i>Generally supportive of the indicative park network shown in the draft plan.</i>
2.5.3	Specific park location suggestion	<i>Any comments around the need for a park new site or an amended park location.</i>
2.5.4	Focus parks near the river	<i>Any comments that parks should be located near the river/ or that the parks should have some relationship to the river.</i>
2.5.5	Recreation facilities requests	<i>Any comments that parks need to have specific facilities, or that they need to consider various park uses (pool, skate park, dogs, horses, signage, gym).</i>
2.5.6	Oppose park locations/ network proposed in the plan	<i>General or specific opposition to location or parks or the network.</i>
2.5.7	Factors to consider for park locations	<i>Any comments that relate to factors that should be considered in locating indicative parks (e.g. next to schools, connectivity, flat land).</i>
2.5.8	Comments on park sizes	<i>Any comments on size of parks (i.e. should be bigger sized or don't bother with small parks and just have fewer larger big parks).</i>
2.5.9- 2.5.10	.....	<i>Codes not used.</i>
2.5.11	Don't know/ Unsure	<i>Only used where the comment is specifically that they don't know or are unsure (it is <u>not</u> used for a blank response).</i>
2.5.12	Other	<i>Does not fit other codes.</i>
<b>MORRISONS ORCHARD (2.6)</b>		
2.6.1	General support	<i>General support for retaining orchard with no specific reason given.</i>

Number	Topic	Description
2.6.2	Support for rural character	<i>Support for retaining orchard citing rural character, local feature, or horticultural positives.</i>
2.6.3	Support for heritage	<i>Support for retaining orchard citing rural heritage.</i>
2.6.4	General opposition	<i>General opposition to retaining the orchard.</i>
2.6.5	Oppose/ do not preserve it through this structure plan process	<i>Opposition to retaining the orchard citing that the structure plan is not the correct process to use.</i>
2.6.6	Oppose or query the benefits of the need to preserve this	<i>Opposition or querying of the benefits to retaining the orchard.</i>
2.6.7- 2.6.10	...	<i>Codes not used.</i>
2.6.11	Don't know/ Unsure	<i>Only used where the comment is specifically that they don't know or are unsure (it is <u>not</u> used for a blank response).</i>
2.6.12	Other	<i>Does not fit other codes.</i>

Number	Topic	Description
<b>QUESTION 3</b>		
What do you think of the concept of the green network?		
3.1	General support	<i>Generally supportive of the Green Network shown in the draft plan.</i>
3.2	Support for ecology/ birds/ wildlife	<i>Supportive of the Green Network citing reasons around protecting the environment (bush, birds, ecology etc).</i>
3.3	Support for the character/ rural aspect	<i>Supportive of the Green Network citing reasons around the character and the benefits of green spaces visually.</i>
3.4	Support for protecting waterways, water quality, flooding etc.	<i>Supportive of the Green Network citing reasons around protecting waterways and water quality/quantity.</i>
3.5	Support for the potential connections (i.e. walking/ cycling, links)	<i>Supportive of the Green Network citing reasons around linking up the network with public walking and cycling trails.</i>
3.6	Support for the quality of life/ health etc.	<i>Supportive of the Green Network citing reasons around quality of life for residents.</i>
3.7	Concern about planting versus public access issues	<i>Comments around how public access can work if the plan seeks that the riparian areas are also planted up (ecological vs public access issues).</i>
3.8	Oppose general	<i>General opposition to the Green Network shown in the draft plan.</i>
3.9	Oppose- undue burden on private land (i.e. too expensive etc.)	<i>Opposition or querying of the Green Network citing issues it creates for private land owners (loss of development areas, ongoing maintenance).</i>

Number	Topic	Description
3.10	Support more land being in the green network	<i>Comments about making the widths around streams wider and filling in the gaps (i.e. little islands in the green network).</i>
3.11	Don't know/ Unsure	<i>Only used where the comment is specifically that they don't know or are unsure (it is <u>not</u> used for a blank response).</i>
3.12	Other	<i>Does not fit other codes.</i>

Number	Topic	Description
<b>QUESTION 4</b>		
What do you think about the plans for walking and cycling around Warkworth?		
4.1	General support for walking and cycling	<i>Generally supportive of the Active Transport network shown in the draft plan and/ or the plan's focus on walking and cycling.</i>
4.2	Link cycleways to outer settlements (i.e. Snells etc)	<i>Support linking the network with the rural area and other nearby settlements.</i>
4.3	Support for the health/ benefits-quality of life etc.	<i>Supportive of the Active Transport network shown in the draft plan citing health and lifestyle benefits.</i>
4.4	Cycling/ walking is currently unsafe	<i>Comments on the current state of walking and cycling around Warkworth being unsafe/inadequate.</i>
4.5	Cycleways should not go alongside roads	<i>Comments that cycleways should not always be next to roads – off road routes are better.</i>
4.6	Network is not comprehensive enough, need more linkages, or specific requests for links	<i>Comments that the network needs to be expanded further.</i>
4.7	Good way to travel to different destinations	<i>Supportive of the Active Transport network shown in the draft plan citing the ability to get between different destinations (e.g. town centre, schools)</i>
4.8	Other modes should be able to use the network too	<i>Comments around other modes- i.e. scooters, bridleways, opportunity for dog walking.</i>
4.9	Separate walkers and cyclists	<i>Comments around the need to separate cyclists and walkers (i.e. not shared paths)</i>
4.10	General oppose/ concern over emphasis on walking and cycling	<i>Opposition or concern about the focus on walking and cycling (i.e. focus on roads).</i>
4.11	Don't know/ Unsure	<i>Only used where the comment is specifically that they don't know or are unsure (it is <u>not</u> used for a blank response).</i>
4.12	Other	<i>Does not fit other codes.</i>

Number	Topic	Description
<b>QUESTION 5</b>		
Do you have any other feedback on the draft Warkworth Structure Plan?		
5.1	Site/ area specific zoning, overlay or staging matter	<i>Any specific site/ area comments around supporting or opposing a zoning, an overlay (e.g. landscape), or the sequencing of development areas.</i>
5.2	General support for the plan	<i>Comments that are non-specific any of the other codes, but show support for the plan.</i>
5.3	Comments on potential new southern interchange	<i>Comments around the southern interchange including general support for it, opposition (Mahurangi College 'pro-forma'), requiring north facing ramps also, and building it sooner.</i>
5.4	Provide for various facilities	<i>Comments around the provision of schools, hospitals, leisure centre, pools etc. including showing these on the map.</i>
5.5	Infrastructure before development	<i>Any comments that suggest infrastructure needs to be in place before the development occurs.</i>
5.6	Parks comments	<i>Any comments on the park networks, parks in general (including sports parks).</i>
5.7	General opposition to plan	<i>These are for comments that are non-specific to any of the other codes, but are negative towards the draft plan.</i>
5.8	Comments on the transport network	<i>Comments on the transport network including Hill Street intersection, Matakana Link Road, Western Link Road, Wider Western Link Road, Sandspit Link Road, the southern interchange, park and rides, general congestion, walking/cycling, and parking in the town centre.</i>
5.9	Want to retain heritage/ rural character of the town	<i>General comments seeking that the plan retain the town's heritage values and rural character.</i>
5.10	Retain RUB/ Shift RUB	<i>Comments seeking to retain the Rural Urban Boundary as it is now (no further encroachment into rural land beyond it), and comments seeking to shift the Rural Urban Boundary to accommodate various land uses (usually industry and Sports Park).</i>
5.11	Don't know/ Unsure	<i>Only used where the comment is specifically that they don't know or are unsure (it is <u>not</u> used for a blank response).</i>
5.12	Other	<i>Does not fit other codes.</i>



Find out more: phone 09 301 0101  
or visit [www.aucklandcouncil.govt.nz/have-your-say](http://www.aucklandcouncil.govt.nz/have-your-say)

