

# Warkworth Spatial Plan - 2017



*Warkworth looking north-west. Photo credit: Craig Powell, Majorlook Productions*

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# Warkworth Spatial Plan- 2017



Prepared by the Spatial Plan Working Group

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## Introduction

In March 2012, Auckland Council identified Warkworth as a satellite town meaning it was earmarked for significant growth with an anticipated increase in population from 4,500 in 2015 to an expected population of 25,000 by 2030. To cater for this population growth, over 1,000 hectares of land around Warkworth has been zoned 'Future Urban' meaning it can be used for urban development sometime in the future<sup>1</sup>.

Concerned about the lack of planning being undertaken by Auckland Council for this growth, a group of volunteers (referred to as the 'Spatial Plan Working Group' or SPWG) decided to get the community conversation started on planning for this growth and to develop a high-level spatial plan.

The Spatial Plan Working Group consists of local Planners, Engineers, Surveyors, Valuers, Management and Communication consultants, with a varied and long-knowledge of Warkworth, both in terms of being residents, and working in the area.

The group had three objectives:

1. To start the conversation within the Warkworth community on how the future Warkworth urban area should be planned;
2. To persuade Auckland Council to bring forward the Structure Plan process for Warkworth; and
3. To develop a high-level Spatial Plan to form a basis for more detailed planning exercises such as structure planning.

Did we achieve these objectives? – Yes, we think we did!

1. We consider that there was a relatively high level of community feedback from a variety of sources and through a range of different media. Overall, there was a lot of positive feedback to the group from a wide cross-section of residents that at last someone had started the planning.
2. Auckland Council has brought forward the Structure Planning process scheduled for July 2018 to now commence prior to the end of 2017. This is an excellent outcome for the community and Auckland Council should be congratulated for listening to the community and bringing forward funding for the Warkworth Structure Plan, which will provide the next level of detail required for future coordinated planning.
3. This document is the high-level Spatial Plan, which the working group is now in a position to hand-over to Auckland Council. We fully accept that not everyone will be 100 percent happy with it and that through the Structure Planning process there will be refinements and changes. However, this document provides a good basis to start the Structure Plan and other detailed planning processes. It documents community feedback that we consider provides some valuable insights to Auckland Council (and/or any private developers) when developing the Structure Plan(s) for Warkworth.

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<sup>1</sup> Auckland Unitary Plan



## The Spatial Plan Process

The Spatial Plan is essentially a 'skeleton' of how Warkworth could develop. The Warkworth Structure Plan (or plans) will now add the flesh to this skeleton by further defining the location of roads, reserves and zones, which will enable development to proceed.

The Spatial Plan identifies possible:

- Indicative routes for arterial roads, cycleways, walkways and greenway trails.
- Broad areas for residential, open space, and industrial land use.
- General locations for core community facilities e.g. schools and active recreational areas.
- General locations for future commercial centres.
- The interrelationships between all the above.

The Spatial Plan Working Group prepared a draft Spatial Plan and a consultation document ('What do we want 4 Warkworth'). Consultation was then undertaken with the community - this consultation process and feedback is outlined in detail in the Consultation Outcomes Report included as Appendix One.

The feedback was reviewed and an updated Spatial Plan was prepared.

Although the intention was to undertake further consultation on the updated Spatial Plan it has been decided not to given that Auckland Council has brought forward its Structure Plan process and will soon start consultation for that planning exercise. To avoid the risk of the community getting confused over the two planning processes and to provide potential cost savings for Auckland Council (and therefore ratepayers), it is timely for the Spatial Plan Working Group to hand-over the Spatial Plan to Auckland Council so it can be used to inform their Structure Plan process and contribute to greater efficiencies.

It is also very likely that at least one Private Plan Change will be lodged with Auckland Council shortly to allow for development of part of Warkworth. Again, it is important that the Spatial Plan process is completed so it does not overlap with these more detailed planning processes.

## Principles, Objectives and Assumptions

The following are the principles behind the Spatial Plan development:

- Warkworth is a satellite town that will have a population of at least 20,000 people in the foreseeable future.
- Warkworth needs a well-connected and legible network of roads, paths and corridors for all types of mobility and movement.
- Warkworth will have strong connections to surrounding towns, countryside and beaches.
- Warkworth will provide recreational, educational and employment opportunities.
- Warkworth's town centre will be a vibrant 'destination' that is oriented to and focused on the Mahurangi River.
- Warkworth will have resilient, sustainable and affordable infrastructure, waste management, open space and social infrastructure.
- The Mahurangi River and its tributaries will be enhanced and protected.
- Existing natural features will be incorporated in the design process.

In light of the outcomes of the consultation and feedback process, we consider that these principles were, and remain, sound.

The following objectives for the Spatial Plan were developed:

- Ensure an integrated mix of land use that provides residential, educational, social infrastructure, commercial and employment opportunities.
- Acknowledge and incorporate the Puhoi-Warkworth Motorway, as well as the proposed Warkworth to Wellsford extension, and the resulting changes to the existing roading network.
- Provide strong, safe and efficient linkages for all modes of transport (vehicular and non-vehicular) within Warkworth and to the surrounding villages, towns, countryside and beaches.
- Incorporate the Mahurangi River (and tributaries) as the green artery of Warkworth.
- Create a walkable community with clear and attractive linkages between residential, educational, recreational and retail areas.
- Provide the opportunity for a wide range of residential typologies (e.g. stand-alone homes, town houses, apartments etc) to cater for an evolving community while reflecting the natural features and landscape of Warkworth.
- Define and enhance existing and future retail and commercial areas.

In terms of these objectives, again based on feedback, the Spatial Plan Working Group considers they were close to getting it right, but the feedback indicates that the community wants:

1. Potentially more open space (both in terms of informal and formal open space).

2. Potentially more retail land. Although the existing town centre and surrounds were not part of the Spatial Plan study, feedback indicates that the community wants greater thought in terms of expanding and defining the current central business area.
3. More consideration of the expansion and potential reverse sensitivity effects on the existing business zoned areas and in particular the Glenmore Drive industrial area.

It was also clear that the community wants greater detail in terms of final zonings, road locations etc. Although the Spatial Plan only creates the skeleton, it was clear that there is strong interest in moving rapidly with the Structure Plan and Plan Change processes so that development can follow the planning and not the other way around.

The development of the Spatial Plan was also based on the following assumptions.

- The Spatial Plan needs to recognise that significant changes will occur when the Puhoi-Warkworth Motorway opens in terms of internal connectivity and growth pressure.
- The current urban area of Warkworth remains generally the same as in the Auckland Unitary Plan i.e. there are no changes to the town centre, existing schools or reserve locations.
- The area of this proposed Spatial Plan reflects the Future Urban Zone in the Auckland Unitary Plan with the exception of an area to the north where the future motorway connection near Kaipara Flats Road has been incorporated.
- 'Section 32' analysis undertaken by Auckland Council to inform identification of future urban zones in the Unitary Plan has been used in developing this Spatial Plan.
- A future southern interchange on the Puhoi-Warkworth Motorway has been identified near Valerie Close, which we believe will be necessary to service Warkworth and surrounds in the near future.
- Auckland Transport's proposed arterial roads in the 'Supporting Growth – Delivery Transport Networks North – Warkworth' have been included with some minor modifications including additional arterial routes in the south and the proposed future public transport hub and park and ride.
- The walkway network proposed in Auckland Council's Draft Greenways Plan has been incorporated - further refinement of the walkways will be undertaken when the Greenways Plan is finalised and further detail of connectivity provided during the structure plan process.
- Areas identified by Auckland Council as Significant Ecological Areas or Flood Prone have been identified as open space areas, which form the basis of an open space network within Warkworth - the exact extent of these areas will be determined by flood modelling during the structure plan process.
- Two areas for possible future schools/active reserves have been identified - we believe co-locating these reserves and schools will have significant benefits, and is similar to the existing Warkworth Primary School and Shoesmith Domain relationship. The exact location of these facilities will be determined by the Ministry of Education and Auckland Council.
- Future local centre areas have been identified to service new development areas.

- This Spatial Plan seeks to provide a high-level framework to guide more detailed planning processes such as a Structure Plan and plan changes. As such, general areas suitable for standard residential, higher density residential e.g. townhouses and for retail/industrial/business/mixed use, have been identified. The Structure Plan process will refine these locations, their interconnectivity and zone them through subsequent plan changes.

The development of any Spatial Plan needs to be started based on a number of assumptions. In terms of these assumptions and having considered the feedback, the Spatial Plan Working Group considers:

1. The Southern Interchange proposal is of utmost importance given the planned growth of Warkworth and the confirmation of this interchange (but not necessarily its construction) should be progressed rapidly by NZ Transport Agency (NZTA), Auckland Transport and Auckland Council so that a final indicative route can be included in the Warkworth Structure Plan.
2. At the start of the Spatial Plan process, NZTA released an indicative route for the Warkworth to Wellsford Motorway extension, including a connection along 'Kaipara Flats Road' back to the existing SH1. Based on the current zonings, this has the risk of creating an area of isolated rural zoned land. The Spatial Plan identifies this as a mix of Open Space and Business. It is considered that a decision needs to be made immediately by NZTA, Auckland Transport and Auckland Council as to whether this connection is to be progressed (although an exact design of it is required) and, if so, this area needs to be included in the Warkworth Structure Plan area. There is a high risk of a poor urban design outcome if this area is not addressed through the new Structure Plan and zoned appropriately.
3. There are three areas of existing urban or rural zonings which the Working Group considers should be re-assessed as part of the Warkworth:
  - (a) The extent of business zoning around the current town centre. The Working Group does not have a specific recommendation, but considers that with the future change to the existing SH1 from 2022, consideration needs to be given to the extent of the future central business area and how it connects and fronts the current SH1 when this road no longer forms part of the State Highway network.
  - (b) The zoning of the area to the immediate north of the Showgrounds requires further consideration in terms of determining the best use of the land adjoining the Showgrounds and the new Matakana Link Road. This needs to take into account the establishment of a private swimming facility in this area which now looks probable.
  - (c) As identified above, the zoning between the new State Highway On/Off Ramp and Kaipara Flats Road needs to be reviewed taking account of the possible plans of NZTA.



## Consultation Outcomes

During the engagement and consultation period, 174 feedback forms were completed. The web portal had 1,685 unique page views from people accessing information specifically relating to the Warkworth Spatial Plan project, and of these, 141 completed the online form and 33 completed hard copy forms.

Overall, there was good knowledge of the project and the identification of the Future Urban zone. Analysis of the feedback received found that most respondents gave support to the proposed spatial plan and strongly supported the issues the group identified for the project. Similarly, the majority supported the Spatial Plan proposed principles and objectives.

The proposed movement network generated a mixed reaction ranging from support (70%) to opposition (15%). Three-quarters of all respondents supported a motorway interchange to the south of Warkworth. Providing solutions for southern motorway interchange, Matakana bypass and a better link to Mahurangi East have been cited as the key traffic issues alongside the incorporation of sub-regional walking and cycling networks and safety especially for children moving to and from school.

Most respondents agreed that higher density residential as broadly indicated in the Spatial Plan proposal was in the right location. A wide range of qualitative feedback was received on the topic of housing to accommodate population growth.

As in many exercises relating to canvassing opinions on housing density and built form, a broad range of views have been expressed, including from outright support for higher density apartment style living, to outright opposition and desire for sprawl. Recurrent consultation comments related to the need for a mixture of density with the provision of higher density developments in the centre and near to transport links and amenities, and areas for rural residential living.

## The community spoke, we listened

Input from the community was analysed by the Spatial Plan Working Group and influenced changes to the proposed Spatial Plan for Warkworth.

Following consideration of community feedback and further technical analysis, the original proposal has been updated.

Key features and changes that have been incorporated into the revised Spatial Plan include:

- The business area to the south of Glenmore Drive has been expanded to provide additional Business zoned land and to reduce the risk of reverse sensitivity effects. During the Structure Plan process, further consideration to additional land use controls of land abutting the future business zoned land to further reduce the potential effects of reverse sensitivity will be required. Where possible, roads and/or open spaces should form the interface between future business and residential zoned land. It may be prudent that this area of business land is developed prior to the development of any industrial land in the identified new industrial area to the north. In the event that the new northern motorway connection (close to Kaipara Flats Road) is not progressed, then the area of industrial land shown to the south of Glenmore Drive area may need to be expanded further to the west.
- The indicative road to Snells Beach has been modified to show two possible linkages.
- The areas identified as potential school/activity reserves and a local centre in south Warkworth have been shifted to the south-east so they now boarder the possible future

southern interchange connection and the current State Highway One. This is one of the few very large flat valley floors in Warkworth.

- An area identified as suitable for higher density housing has been changed, so that it is located to the immediate west of the proposed southern school/active reserve/local centre area (and close to the future southern interchange).
- The possible location for the Northern Arena Swimming Pool is now shown and the Structure Plan process will need to closely examine how this is best linked to the Showgrounds and any local future school/local centre in this location.
- Chair of the Waitemata District Health Board, Dr Lester Levy, has indicated that Auckland will need two new hospitals in the future, one in the Drury area, and one in the Rodney area, either at Warkworth or Silverdale. Given access to the new motorway and significant growth in north Rodney, there is a strong case for the 'northern' hospital to be located in Warkworth. There is also potential to co-locate a new centralised emergency services hub. Two potential sites for a hospital and an emergency services hub have been identified in the Spatial Plan.

In response to other key consultation/feedback outcomes it is noted:

1. No additional areas of open space have been identified. It is considered that this can be reflected in the final active reserve areas identified and to be purchased by Auckland Council. There may also be opportunities for more pocket parks in new residential subdivisions and the greenways document / project will assist in securing connections and open space areas as development occurs.
2. It is important that in developing the Structure Plan, Auckland Council does not over-promise open space areas and then under delivers in terms of providing for them. This issue is now arising across Auckland. The Structure Plan needs to clearly define how such open space is to be delivered and, where required, Auckland Council must budget for this.
3. Further refinement of zonings in the Spatial Plan is not appropriate as this will be undertaken through the Structure Plan, then subsequent Plan Change processes. The Spatial Plan Working Group has not identified any reasons why different zonings than that used in the Auckland Unitary Plan are required and likewise at this stage has not identified specific reasons why a specific Warkworth Precinct may be required.

## What Next?

The Spatial Plan Working Group has enjoyed starting the conversation within its community about how Warkworth should grow.

To ensure development does not outpace planning, the focus must now be on Auckland Council and major private developers to quickly develop the more detailed Structure Plan (or Plans) for Warkworth. Failing to make use of the extensive work undertaken by the Spatial Plan Working Group could significantly delay planning, heightening the risk of development occurring in an ad hoc, uncoordinated manner, and jeopardising Warkworth's ability to reach its full potential as a truly livable town.

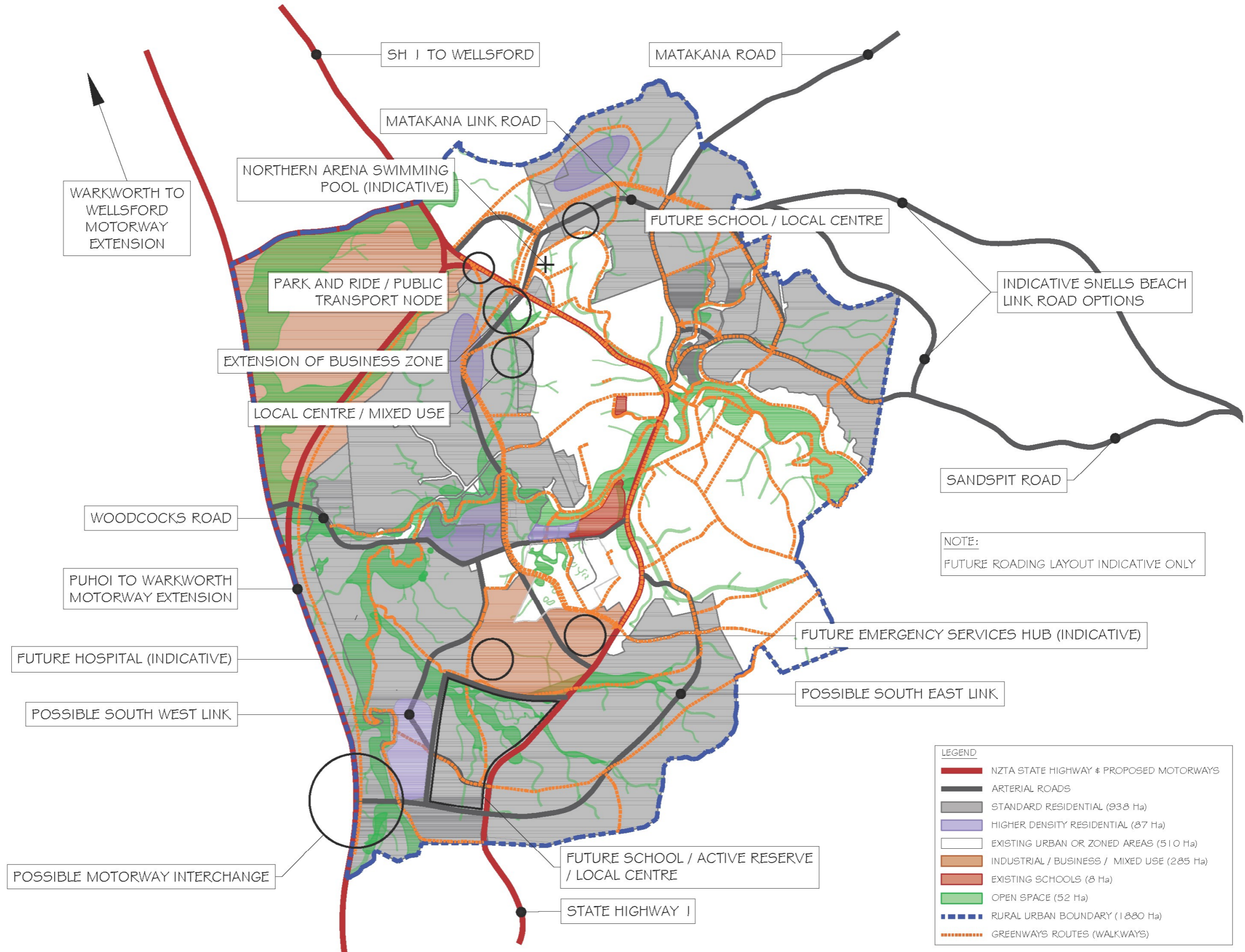
With Auckland Council initiated Structure Plans run through council offices in Auckland's CBD, it is important that the flavor and wants of Warkworth's local community are understood by Auckland Council's Structure Plan team. Within Warkworth there is a range of community/environmental groups with sound local knowledge and expertise who can contribute positively to the Auckland Council Structure Plan process. It is also important that inputs from urban development specialists and the private sector are fed into the Structure Plan process. Likewise, there is a very real advantage for the Auckland Council Structure Plan team to bring in specialist urban design and place making skills to assist with translating the desires of the community into practical and efficient urban design inputs to the Structure Plan.

The Spatial Plan Working Group intends to publically 'hand-over' this Spatial Plan to the Auckland Council Structure Plan Team. This will provide an excellent opportunity for the community to welcome Auckland Council's Structure Plan Team to Warkworth and in turn for that team to introduce itself, its experience and its programme.

The Spatial Plan Working Group feels it is extremely important that Auckland Council's Structure Plan team holds regular meetings in Warkworth (in addition to the consultation process) with key groups. The Spatial Plan Working Group can offer assistance by being involved in those meetings.

Structure Planning is extremely important in creating livable towns. We consider that this Spatial Plan provides an excellent start to the process and we look forward to the rapid progression of the Structure Plan(s) for Warkworth and subsequent implementation through plan changes.

Warkworth Spatial Plan Maps: The following maps and legends represents technical analysis and community feedback





# Warkworth Spatial Plan - 2017

## APPENDICES



# Warkworth Spatial Plan

## Consultation Outcomes Report

**Prepared by Rachel Callender on behalf of the Spatial Plan Working Group**

**Date: 24 August 2017**

## Executive Summary

This report documents the consultation and information activities undertaken as part of the consultation phase of the Warkworth Spatial Plan (WSP) project.

Following the preparation of a 'skeleton' Spatial Plan map, the Spatial Plan Working Group (SPWG) undertook consultation on a proposal for Future Urban zoned land in Warkworth with local residents in immediate and neighbouring areas. The engagement and consultation period ran from 9 July to 11 August 2017. A number of initiatives took place to inform local residents about Warkworth's planned growth, the SPWG's spatial plan proposal, and to invite any comment. Key engagement and consultation activities carried out as part of the WSP project included:

- A dedicated website portal and online feedback form: [www.warkworthgrowth.nz](http://www.warkworthgrowth.nz)
- Facebook posts through the following groups: Talking Warkworth (868 members), Warkworth (6,406 members), Matakana (2,823 members), Wellsford Town (6,746 members), Sandspit/ Snells Beach/ Algies Bay (925 members), Omaha Beach (160 members), Mahurangi Community Sport and Recreation Collective (420 followers)
- Five media articles in the local newspaper between 3 – 31 July
- Displays at the Warkworth Library and two local medical centres with associated hard copy feedback forms.
- Stakeholder meetings with One Warkworth Business Association, local board members, the town centre and riverbank forum, local Rotary club, Mahurangi College, Business Association, Warkworth Area Liaison Group and neighbouring community groups.
- A public / residents' brainstorming session (9 July) and Warkworth Growth meeting hosted by One Warkworth (2 August) also took place to gain a sense of wider public reaction to the WSP project.

### Engagement and consultation responses

During the engagement and consultation period, 174 feedback forms were completed. The web portal had 1,685 unique page views from people accessing information specifically relating to the WSP project of these, 141 completed the online form; 33 completed hardcopy forms.

Overall there was good knowledge of the project and the identification of the Future Urban zone. Analysis of the feedback received found that most respondents supported the proposed spatial plan and strongly supported the issues the group identified for the project 93 percent (n=131). Similarly, the majority supported the proposed principles (88 percent, n=124) and objectives (89 percent, n=124).

The proposed movement network generated a mixed reaction ranging from support 70 percent (n=99) to opposition 15 percent (n=21). It is noted that some people did not wish to comment on this question. Three-quarters of all respondents (76 percent, n=107) supported a motorway interchange to the south of Warkworth. Providing solutions for southern motorway interchange, the Matakana bypass and a better link to Mahurangi East have been cited as the key traffic issues alongside the incorporation of sub-regional walking and cycling networks and safety especially for children moving to and from school. 66 percent supported additional cycleways, walkways and greenway trails to allow for improved and safer non-vehicular travel around Warkworth township.

Most agreed (69 percent, n=97) that higher density residential as broadly indicated in the spatial plan proposal was in the right location. A wide range of qualitative feedback through the WSP phase was received on the topic of housing to accommodate population growth.

As in many exercises relating to canvassing opinions on housing density and built form, a broad range of views have been expressed, including from outright support for higher density apartment style living, to outright opposition and desire for sprawl. Recurrent consultation comments related to the need for a mixture of density with the provision of higher density developments in the centre and near to transport links and amenities, and areas of rural residential living.

# 1. Introduction

## 1.1 Overview of Consultation Activities

This report documents the consultation and information activities undertaken as part of the consultation phase of the Warkworth Spatial Plan (WSP) project.

Once the proposed Spatial Plan was finalised in August, the SPWG informed local residents and stakeholders in the area of the spatial plan proposition, due diligence undertaken and the proposed process for liaising with and informing Auckland Council.

The following key initiatives took place:

- A dedicated website portal <http://www.warkworthgrowth.nz> and online feedback form for local residents, businesses and stakeholders
- Facebook posts through the following groups: Talking Warkworth (868 members), Warkworth (6,406 members), Matakana (2,823 members), Wellsford Town (6,746 members), Sandspit/Snells Beach/ Algies Bay (925 members), Omaha Beach (160 members), Mahurangi Community Sport and Recreation Collective (420 followers)
- Five media articles in the local newspaper between 3 – 31 July.
- Displays at a local retirement village, library and two local medical centres with associated hard copy feedback forms.
- Stakeholder meetings with One Warkworth Business Association, local board members, the town centre and riverbank forum, local Rotary club, Mahurangi College, Warkworth Area Liaison Group and neighbouring community groups.
- A public / residents' brainstorming session (9 July) and Warkworth Growth meeting hosted by One Warkworth (2 August) also took place to gain a sense of wider public reaction to the WSP project generally.

This report documents the quantitative and qualitative feedback received from 141 feedback forms.

## 1.2 Consultation objectives

The consultation objectives for the WSP phase have been:

- To inform the community of Auckland Council's plans for Warkworth as a satellite town accommodating a population of 25,000 (2033-2037) ahead of Auckland Council's own Structure Plan process.
- To help the Warkworth community determine what will happen in Future Urban zoned land.
- To seek feedback from stakeholders and the community on a draft community-led Spatial Plan particularly on:
  - How residential and employment growth could be accommodated.
  - How a mix of land uses could be integrated.
  - Linkages for all modes of transport within Warkworth and to the surrounding sub-region.
  - Green network routes (walkway network) and natural features.
  - Locations for new schools and public active reserves.
- Gain perspective on any issues or concerns of the Warkworth community.

## 2. Engagement and consultation responses

### 2.1 Feedback forms

During the engagement and consultation period, 174 feedback forms were completed. The web portal had 1,685 unique page views from people accessing information specifically relating to the WSP project, and of these, 141 completed the online form. Thirty-three responses were received in the form of a hard copy form which was available at the display locations and handed out at presentations

#### 2.1.1 Quantitative

This table summarises the quantitative responses received on feedback forms during the engagement and consultation phase of the draft WSP:

| TOTAL RESPONDENTS – 141 (including written submissions) |                       |                   |     |                    |       |       |     |
|---|-----------------------|-------------------|-----|--------------------|-------|-------|-----|
| Question  | Yes                   | No                | N/A |                    |       | Total |     |
| 1   | 131                   | 10                |     |                    |       | 141   |     |
| 2   | 124                   | 16                | 1   |                    |       | 141   |     |
| 3   | 126                   | 15                |     |                    |       | 141   |     |
|   | Bad                   | Could be improved | OK  | On the right track | Great | N/A   |     |
| 4   | 6                     | 15                | 28  | 57                 | 14    | 21    | 141 |
|   | Yes                   | No                | N/A |                    |       |       |     |
| 5   | 107                   | 14                | 20  |                    |       | 141   |     |
| 6   | 95                    | 24                | 22  |                    |       | 141   |     |
| 7   | 93                    | 24                | 24  |                    |       | 141   |     |
| 8   | Written comments only |                   |     |                    |       |       |     |
| 9   | 97                    | 21                | 23  |                    |       | 141   |     |
| 10  | 78                    | 38                | 25  |                    |       | 141   |     |
| 11  | 56                    | 63                | 22  |                    |       | 141   |     |
| 12  | 92                    | 22                | 27  |                    |       | 141   |     |
| 13*   | 15                    | 8                 | 10  |                    |       | 33    |     |
| 14  | 102                   | 15                | 24  |                    |       | 141   |     |
| 15  | 94                    | 22                | 25  |                    |       | 141   |     |
| * Question only available on hard copy feedback form    |                       |                   |     |                    |       |       |     |

#### Questions 1 to 3 – issues, principles and objectives

Analysis of the feedback received found that most respondents gave strong support (93 percent, n=131) to the issues the group identified for the project. Similarly, the majority supported the WSP proposed principles (88 percent, n=124) and objectives (89 percent, n=124).

#### Questions 4 and 5 – proposed road network and southern motorway interchange

The proposed movement network generated a mixed reaction ranging from support 70 percent (n=99) to opposition 15 percent (n=21). It is noted that some people did not wish to make comment on this question. Three-quarters of all respondents (76 percent, n=107) supported have a motorway interchange to the south of Warkworth.

### Question 6 and 15 – proposed local or neighbourhood centres

Most agreed (67 percent, n=95) that more than one local or neighbourhood centre such as a corner dairy and convenience store would be needed for a population of 25,000. Similarly, 67 percent agreed that the proposed town centres and commercial areas were ‘about right’.

### Question 7 – proposed cycleways, walkways and greenway trails

66 percent support additional cycleways, walkways and greenway trails to allow for improved and safer non-vehicular travel around Warkworth township.

### Questions 8 to 10 – sprawl or density, proposed residential areas and high-density locations

Most agreed (69 percent, n=97) that the proposed residential areas were in the right location. Likewise, the majority of respondents (69 percent, n=97) thought higher density residential areas as broadly indicated in the spatial plan proposal were in the right place.

### Question 11 – proposed open space

The proposed open space network generated a mixed reaction with 45 percent wanting more open space than that shown on the spatial plan proposal. 40 percent of respondents thought there was enough open space.

### Question 12 and 13 – proposed industrial use and area

Despite a range of qualitative comments seeking more industrial land, most respondents gave strong support (65 percent, n=92) to the area of land identified for potential industrial use. While only 33 provided responses to the size of the proposed industrial area (due to it only being printed in hardcopy feedback forms), 45 percent thought it the right size (n=15) and 24 percent (n=8) not big enough.

### Question 15 – proposed schools and active recreational areas

The clear majority of respondents agreed (72 percent, n=102) with the locations of proposed schools and active recreation areas.

## **2.1.2 Qualitative**

Key themes that emerged from those supplying feedback were:

- People want to see additional emphasis on industrial and commercial land to provide for the growing community.
- Of significant importance to people is the health, management and access to the natural environment including the protection of natural features, additional green recreation spaces and linkages.
- People want to see walkways and cycleways through Warkworth connecting to the wider region including Snells Beach, Matakana communities.
- Safe and convenient access to social amenities in Warkworth is of importance with a large number of respondents expressing the need for consideration of young and older members of the population particularly with concern to medical services and schools.
- People have divergent opinions about how to accommodate population growth, but most are in support of higher density housing provided that it is planned, high quality and the valued environment and rural and historic character of Warkworth is retained.
- People would like to see additional small scale local centres allowing for a growing population to reduce the pressure on the existing Warkworth town centre.
- People are in strong support of a motorway interchange to the south of Warkworth, and transport solutions for the Matakana bypass and a better link to Mahurangi East.

Comprehensive comments received by question may be provided on request.

## **2.2 Media 3 – 31 July 2017**

### **2.2.1 Warkworth Spatial Plan Website Portal and Facebook**

The following article was released on the Talking Warkworth Facebook page:

<https://www.facebook.com/groups/351084588559909/permalink/496970443971322/>

Monitoring of comments on the 'Talking Warkworth' Facebook page has also taken place to gain a sense of wider public reaction to the project.

### **2.2.2 Mahurangi Matters Coverage**

Print-based coverage included the following:

- [Mayor supports spatial plan](#), 3 July 2017
- [Warkworth future on agenda](#), 3 July 2017
- [Group steps in to bolster Warkworth planning](#), 3 July 2017
- [Ideas flow at community-led consultation on growth](#), 17 July 2017
- [Is urban density a dirty word](#), 31 July 2017
- [Environment emerges as key spatial issue](#) 4 September 2017

The focus of these articles was to:

- Identify the scope of the project and rationale behind this work.
- Headline issues for Warkworth identified by the SPWG.
- Communicate key features of the draft spatial plan proposal.
- Advise people of an opportunity to complete a feedback form.
- Report initial topline feedback.

Comments made in relation to this coverage included:

- [Hurrah for Structure Plan](#), Beth Houlbrooke
- [Make cars optional](#), Roger Williams

## **2.3 Key Stakeholder Meetings (July 2017)**

The SPWG initiated consultation with representatives from Auckland Council, Watercare, Auckland Transport and the New Zealand Transport Agency. Following on from the consultation undertaken by Auckland Council on the Auckland Plan and Auckland Unitary Plan, the SPWG also initiated conversations with local Iwi representatives.

The SPWG met with other groups including, but not limited to OneWarkworth, local board members, and the town centre and riverbank forum comprising representatives from the Riverbank Enhancement Group, Forest & Bird, Rotary, Lions, Mahurangi Action Plan etc (led by Cissy Rock on behalf of the Local Board).

Public presentations were made via Rotary Warkworth, Warkworth Area Liaison Group, Mahurangi College, and the Summerset Falls Retirement Village. Other community groups such Matakana, Ahuroa, Point Wells, Omaha, Snells Beach / Algies Bay and Wellsford were provided information and promoted the opportunity for people to give feedback.

Feedback was obtained through a mixture of direct conversations with people, emails received and some follow-up phone calls.

## **2.4 Public Comment**



Six members of the public took the opportunity to make specific comments in relation to questions on the feedback form outlined above. These interested parties included: Shelley Trotter, Karen Pegrume, Forest and Bird Warkworth Area, Goatley Road Holdings, Bevan Morrison and One Warkworth.

These comments may be available on request.

In summary, their comments focused on:

- Landowner-led access agreements for a future link road from Matakana Road into Sandspit Road (Shelley Trotter).
- The need for clarity of information as it relates to the natural environment and property information in the north east of Warkworth including the need for technical plans and reports to support analysis (Karen Pegrume).
- Criticism over the location of key infrastructure including the Matakana Link Road and schools in relation to future land uses (Karen Pegrume).
- Disadvantages of having urban development upstream of Kowhai Park in the Millstream catchment (Forest and Bird Warkworth).
- Identified anomalies in the proposed zoning of land owned by Goatley Road Holdings (Goatley Road Holdings).
- Consideration of a new centre and urban development south of Warkworth on private land (Bevan Morrison).
- Advantages of having the Warkworth CBD for boutique retail, services and tourism (One Warkworth).
- Concerns over incomplete information to make comments (One Warkworth).
- Respect for existing commercial and industrial land use zones, and advantages of focusing on road networks for commercial access and expansion of existing zones for future commercial activities (One Warkworth).

## **2.5 Summary**

Canvassing residents' and stakeholder views on the WSP proposed spatial plan has given a wide range of views of how the Future Urban area could be developed and connect with the existing centre, and helped identify key community concerns, which could be incorporated into a future plan for Warkworth.

# Warkworth Spatial Plan

## Consultation document

# WHAT do WE WANT 4 WARKWORTH?

### What's this all about?

In March 2012, Auckland Council identified Warkworth as a satellite town meaning it was earmarked for significant growth with the population expected to increase from 4,500 in 2015 to 25,000 between 2033 and 2037. To cater for this population growth, over 1,000 hectares of land around Warkworth has been zoned 'Future Urban'. This means it can be used for urban development sometime in the future<sup>2</sup>, but there are no other zoning rules (yet) about the **specific** kinds of development that could happen on that land.

To help the community determine what will happen in this future urban area and how it will connect with the existing town, we have developed a 'skeleton' plan to start the conversation. It identifies possible:

- routes for arterial roads, cycleways, walkways and greenway trails
- broad areas for residential, open space, and industrial land use
- general locations for core community facilities e.g. schools and active recreational areas
- general locations for future commercial centres
- the interrelationships between all the above

The hope is this 'skeleton' will become a community-led spatial plan that can be used to inform private structure plans by landowners, and contribute to the development of Auckland Council's more detailed Structure Plan, which will set out the pattern of future land uses such as housing, employment, open spaces and new centres along with the timing for providing infrastructure such as roading, water and wastewater.

It is important that a skeleton plan is completed now because landowners (families and developers) are already planning significant development – we believe about **1,500** new properties are already in the pipeline.

We believe that a loose framework (skeleton) is needed on which to base detailed development plans – without it we risk individual plans being developed solely by the requirements of (and appeals against) existing planning rules with no consideration for the big picture and how these plans fit together.

Through local papers, on social media and via various community groups, people have said they want an opportunity to shape how our town develops before it's too late.

To get things going a small group of volunteers with a passion for seeing Warkworth reach its full potential, has worked together to come up with a proposal showing how the future urban-zoned areas may be developed.

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<sup>2</sup> Auckland Unitary Plan

We believe this framework has just enough thought and detail to start a conversation and inform more detailed planning including a structure plan, which Auckland Council may start in late 2017.

### Who are we?

We are locals with extensive knowledge of the characteristics of Warkworth, good connections within local government and various relevant agencies, and expertise in town planning, engineering, development and communications.

| Name  | Role                         |
|---|------------------------------|
| Ian Hutchinson – Hutchinson Consulting Engineers      | Engineer                     |
| Burnette O’Connor – OPC – Creative Planning Solutions | Planner                      |
| David Hay – OsborneHay Resource Management Practice   | Planner                      |
| Hamish McDonald – Arcticos Ltd                        | Commercialisation Consultant |
| John Wynyard – Retired farmer and former councillor   | Local resident               |
| Roger Thorburn – Roger Thorburn Consulting Engineer   | Consulting Engineer          |
| Steve Jack – Hollis and Scholefield Ltd               | Property Valuer              |
| Tony Hayman – Buckton Consulting Surveyors            | Surveyor                     |
| Rachel Callender – Zest Communications                | Communications Consultant    |

**Please feel free to contact us individually or email:** [wwspatial@gmail.com](mailto:wwspatial@gmail.com) to request further information or a presentation to any groups that would be interested in finding out more.

### Our promise

We promise, that this exercise has been undertaken in utmost good faith and in a holistic manner, for the betterment of the community at large and not to directly or indirectly benefit any one vested interest.

### How did we come up with this draft spatial plan?

1. We looked at the key issues facing Warkworth and wanted to start a conversation about how these may be addressed. The issues we identified are:
  - Rapid urban development happening with no real thought to the bigger picture meaning new development could be disconnected and ad hoc.
  - Lack of connectivity – the retail, industrial and commercial areas of Warkworth don’t link up, and getting around is difficult especially if you’re walking or cycling.
  - Current planning reflects the current roading network and does not consider the new Puhoi-Warkworth Motorway or the proposed Warkworth to Wellsford motorway extension.
  - Lack of long-term planning and funding for public open spaces, social infrastructure and council infrastructure.
  - Topography, geotechnical and stormwater management issues in some areas.
2. We developed a set of principles to guide our thinking, which could easily be used during the structure planning process to ensure continuity.
  - Warkworth is a satellite town that will have a population of at least 25,000 people in the foreseeable future.
  - Warkworth needs a well-connected and legible network of roads, paths and corridors for all types of mobility and movement.

- Warkworth will have strong connections to surrounding towns, countryside and beaches.
  - Warkworth will provide recreational, educational and employment opportunities.
  - Warkworth's town centre will be a vibrant 'destination' that is oriented to and focused on the Mahurangi River.
  - Warkworth will have resilient, sustainable and affordable infrastructure, waste management, open space and social infrastructure.
  - The Mahurangi River and its tributaries will be enhanced and protected.
  - Existing natural features will be incorporated in the design process.
  - The community will have a say in this spatial plan, which we aim to have majority agreement on by August 2017 so it can inform subsequent planning decisions. We want to continue to encourage Auckland Council to commence the Warkworth Structure Plan preparation by late 2017.
3. We developed some objectives to keep us on track. These are to:
- Ensure an integrated mix of land use that provides residential, educational, social infrastructure, commercial and employment opportunities
  - Acknowledge and incorporate the Puhoi-Warkworth Motorway and proposed Warkworth to Wellsford motorway extension, and the resulting changes to our existing roading network
  - Provide strong, safe and efficient linkages for all modes of transport (vehicular and non-vehicular) within Warkworth and to the surrounding villages, towns, countryside and beaches
  - Incorporate the Mahurangi River (and tributaries) as the green artery of Warkworth
  - Create a walkable community with clear and attractive linkages between residential, educational, recreational and retail areas
  - Provide for a wide range of residential units (e.g. stand-alone homes, town houses, apartments etc) to cater for an evolving community while reflecting the natural features and landscape of Warkworth
  - Define and enhance existing and future retail and commercial areas
4. We made some assumptions and developed rationales for our planning as follows:
- The spatial plan needs to be flexible so that it can adapt to rapid growth and the unpredictability of when land becomes available for development
- The spatial plan needs to recognise that significant changes will occur when the Puhoi-Warkworth Motorway opens in terms of internal connectivity and growth pressure
- The current urban area of Warkworth remains generally the same as in the Auckland Unitary Plan i.e. there are no changes to the town centre, schools or reserve locations
  - The area of this proposed spatial plan reflects the Future Urban Zone in the Auckland Unitary Plan with the exception of an area to the north where NZ Transport Agency has proposed an indicative motorway connection near Kaipara Flats Road - if this is progressed then adjacent land uses need to be considered.
  - 'Section 32' analysis undertaken by Auckland Council to inform identification of future urban zones in the Unitary Plan has been used in developing this spatial plan
  - A future southern interchange on the Puhoi-Warkworth Motorway has been identified near Valerie Close, which we believe will be necessary to service Warkworth and surrounds in the near future.

- Auckland Transport’s proposed arterial roads in the ‘Supporting Growth – Delivery Transport Networks North – Warkworth’ have been included with some minor modifications including additional arterial routes in the south and the proposed future public transport hub and park and ride
- The walkway network in Auckland Council’s adopted Greenways Plan (15 June 2017) will be incorporated - further refinement of the walkways and detailed connectivity can also be undertaken during the structure plan process
- Areas identified by Auckland Council as Significant Ecological Areas or Flood Prone have been identified as open space areas, which form the basis of an open space network within Warkworth - the exact extent of these areas will be determined by flood modelling during the structure plan process
- Two ideas where possible future private or state schools/public active reserves could be located – we believe co-locating these reserves and schools will have significant benefits (similar to the existing Warkworth Primary School and Shoemith Domain). The location of future state schools will be determined by the Ministry of Education through a separate site selection process. For a population of 25,000, about 3 state primary schools could be expected
- Future local or neighbourhood centres have been identified to service new development areas
- This spatial plan seeks to provide a high level framework to guide more detailed planning processes such a structure plan and plan changes. As such, general areas suitable for standard residential or higher density residential e.g. townhouses, and retail/industrial/business/mixed use, have been identified. The structure plan process will refine these locations, their interconnectivity and zone them through subsequent plan changes.

### **Who are we speaking to?**

We have started consultation with Auckland Transport, the New Zealand Transport Agency, Ministry of Education, and Watercare.

We are following on from the consultation undertaken by Auckland Council on the Auckland Plan and the Auckland Unitary Plan with Iwi, and are starting conversations with local Iwi representatives.

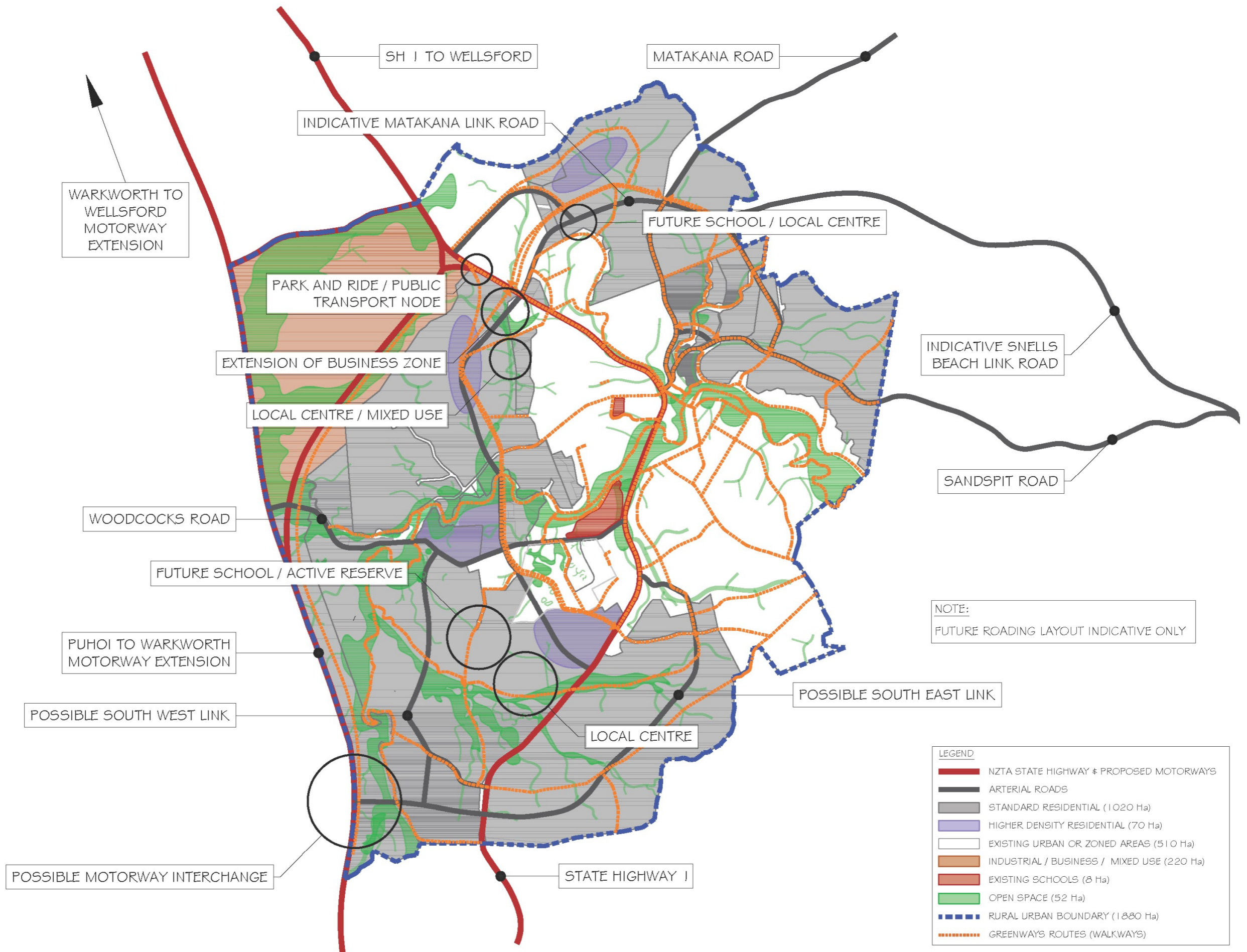
We have started communicating with other groups including, but not limited to OneWarkworth, the local board and local councillor, and the Warkworth Community Forum comprising representatives from various groups such as Forest & Bird, Rotary, Lions, and Mahurangi Action Plan et al (led by Cissy Rock on behalf of the Local Board).

We have also met with the senior Auckland Council officers responsible for the Warkworth structure planning process. Auckland Council Officers have confirmed they are seeking to bring forward the structure planning process for Warkworth, but funding is still to be confirmed. Feedback on this document can be fed into the Auckland Council’s structure planning process if and when it starts. In the interim, private developers are progressing ‘private’ structure plans.

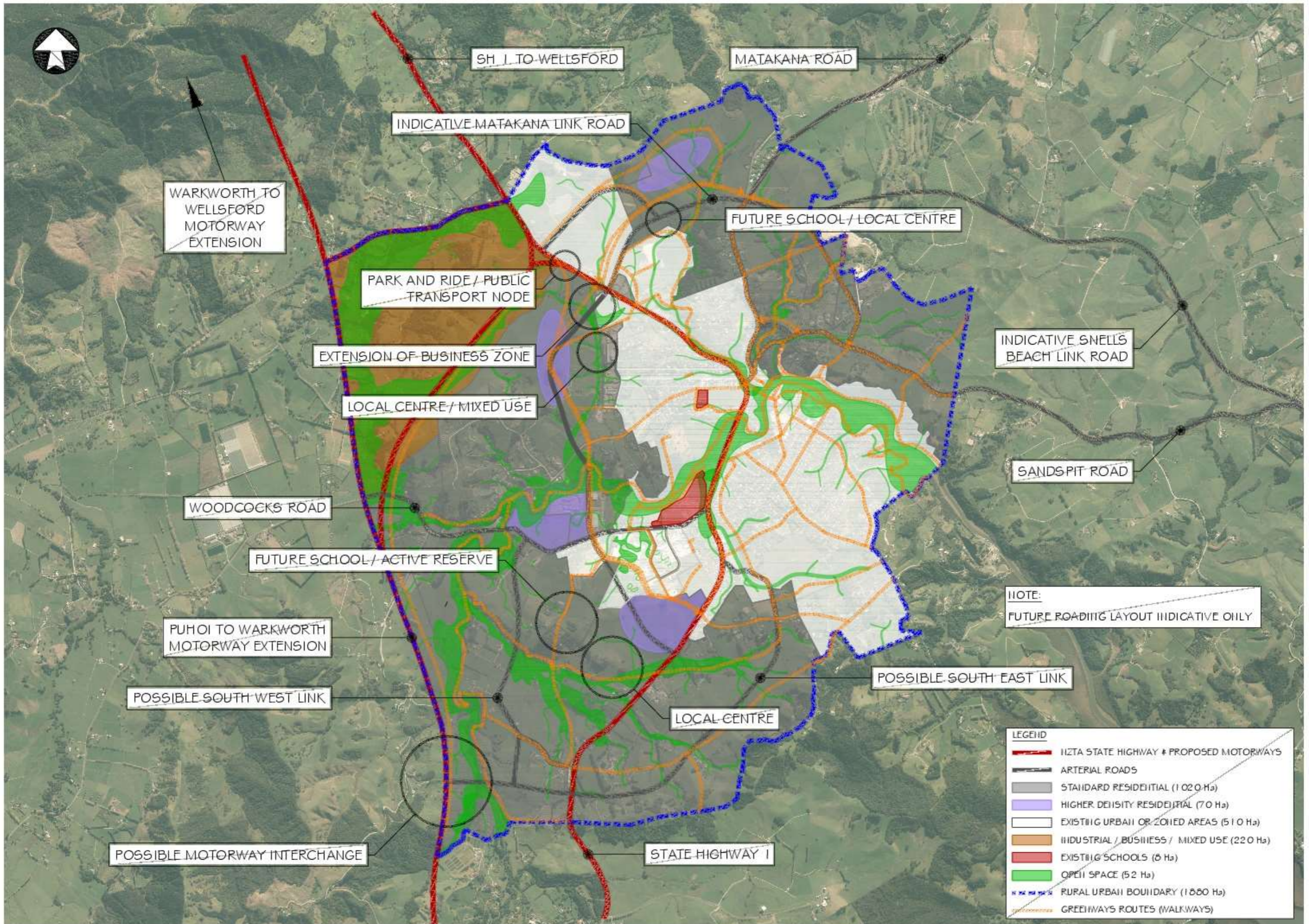
### **What we need from you**

This proposal is the first step in planning how areas in Warkworth currently zoned **future urban** and an additional area to the north, may be developed for a population of 25,000+ people. It needs to recognise what already exists, what is planned or is likely and how these interrelate, and we want to know what you think about it.

Have a look at the proposed maps on the following pages (larger versions attached separately) and answer the questions from page 7.









# WHAT do WE WANT 4 WARKWORTH?

## LET US KNOW WHAT YOU THINK

1. Do you agree with the issues we have identified?  YES  NO

If no, why not?

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2. Have we got the principles right?  YES  NO

If no, what have we missed?

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3. Do you think we have the right objectives?  YES  NO

If not, what would you add or change?

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4. What do you think about the proposed road network? Please circle one.

| 1   | 2                 | 3  | 4                  | 5     |
|-----|-------------------|----|--------------------|-------|
| Bad | Could be improved | OK | On the right track | Great |

Do you have any comments about the proposed road network?

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5. Do you support having a motorway interchange to the south of Warkworth?  YES  NO

6. Do you think a population of 25,000+ people will need more than one local or neighbourhood centre\*? (\*as defined in the Unitary Plan)

YES  NO

Tell us why you gave this answer?

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7. Are the proposed cycleways, walkways and greenway trails sufficient to allow for improved and safer non-vehicular travel around our town?  YES  NO

If no, what do you suggest?

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8. Sprawl or density – what are your ideas about how we can accommodate the extra population?

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9. Are the proposed residential areas in the right location?  YES  NO

If no, why not?

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10. Have we allowed for higher density homes in the right place?  YES  NO

If no, where would you put them?

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11. Is there enough open space?  YES  NO we need more

12. Is the area of land for potential industrial use in the right place?  YES  NO

If no, where would you put it?

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13. Is the proposed industrial area big enough?  YES  NO

14. Are the proposed schools and active recreational areas in the right location?  YES  NO

If no, where would you put them?

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15. Are the locations of the proposed town centres and commercial areas about right?  YES  NO

If no, where would you locate them?

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16. If you have any other comments or suggestions about this proposal, please share them on the next page or attach additional pages:

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If you would like to remain involved in this process, please provide your name and email address so we can keep you updated.

Name:

Email:

Or alternative contact details:

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Your contact details may be shared with council officers for consultation purposes during Auckland Council's structure planning process. Please indicate if you do not want your details shared with council.

I do not want my contact details shared with Auckland Council

**Optional: Tell us a little bit about yourself**

What is your age? Tick or circle

- 17 or younger
- 18-20
- 21-29
- 30-39
- 40-49
- 50-59
- 60 or older

Do you have any children under 18? Tick or circle

- Yes
- No

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Please return your completed feedback by:

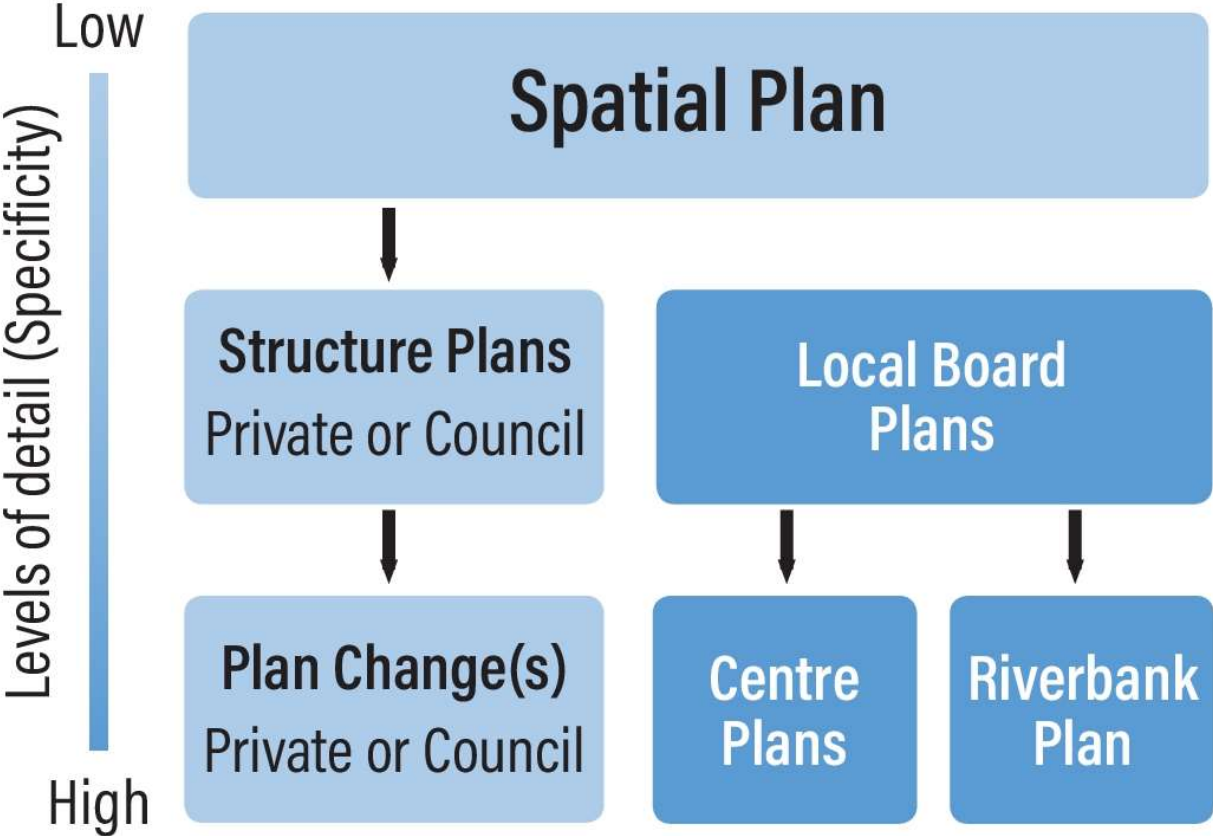
- Scanning pages and emailing to [wwspatial@gmail.com](mailto:wwspatial@gmail.com)
- Posting to: Warkworth Spatial Plan, c/o P.O. Box 591, Warkworth

All feedback, to be received by midnight, Friday 11 August 2017.

**Thank you.**

**Please email:** [wwspatial@gmail.com](mailto:wwspatial@gmail.com) to request further information or a presentation to any groups that would be interested in finding out more.

# How the plans all fit together





## Appendix Three: Planning Framework

The following is a list of relevant plans referred to and used as a framework in the development of this Spatial Plan:

- Auckland Plan
- Future Urban Land Supply Strategy
- Supporting Growth – Delivering Transport Networks
- Auckland Unitary Plan (Operative in Part) Zoning and Status
- National Policy Statement on Urban Development Capacity 2016
- New Zealand Coastal Policy Statement 2010
- National Policy Statement for Freshwater Management 2014
- National Environmental Standards for Assessing and Managing Contaminants In Soil To Protect Human Health 2011
- Long Term Plan 2015-2025
- Rodney Local Board Plan 2014-2017
- Integrated Catchment Management Plan
- Auckland Transport Alignment Project
- Regional Land Transport Plan
- Regional Public Transport Plan 2015
- Watercare Asset Management Plan 2016-2036
- Parks and Open Spaces Strategic Action Plan 2013
- Rodney Greenways Plan
- Supporting Growth documents
- Auckland Unitary plan s32 reports supporting identification and extent of the Future Urban zone at Warkworth
- NZ Transport Agency motorway extension documents - plans, consent and requirement conditions
- NZ Transport Agency WW to Wellsford extension documents
- Auckland Council GIS aerial photography, watercourses and flooding

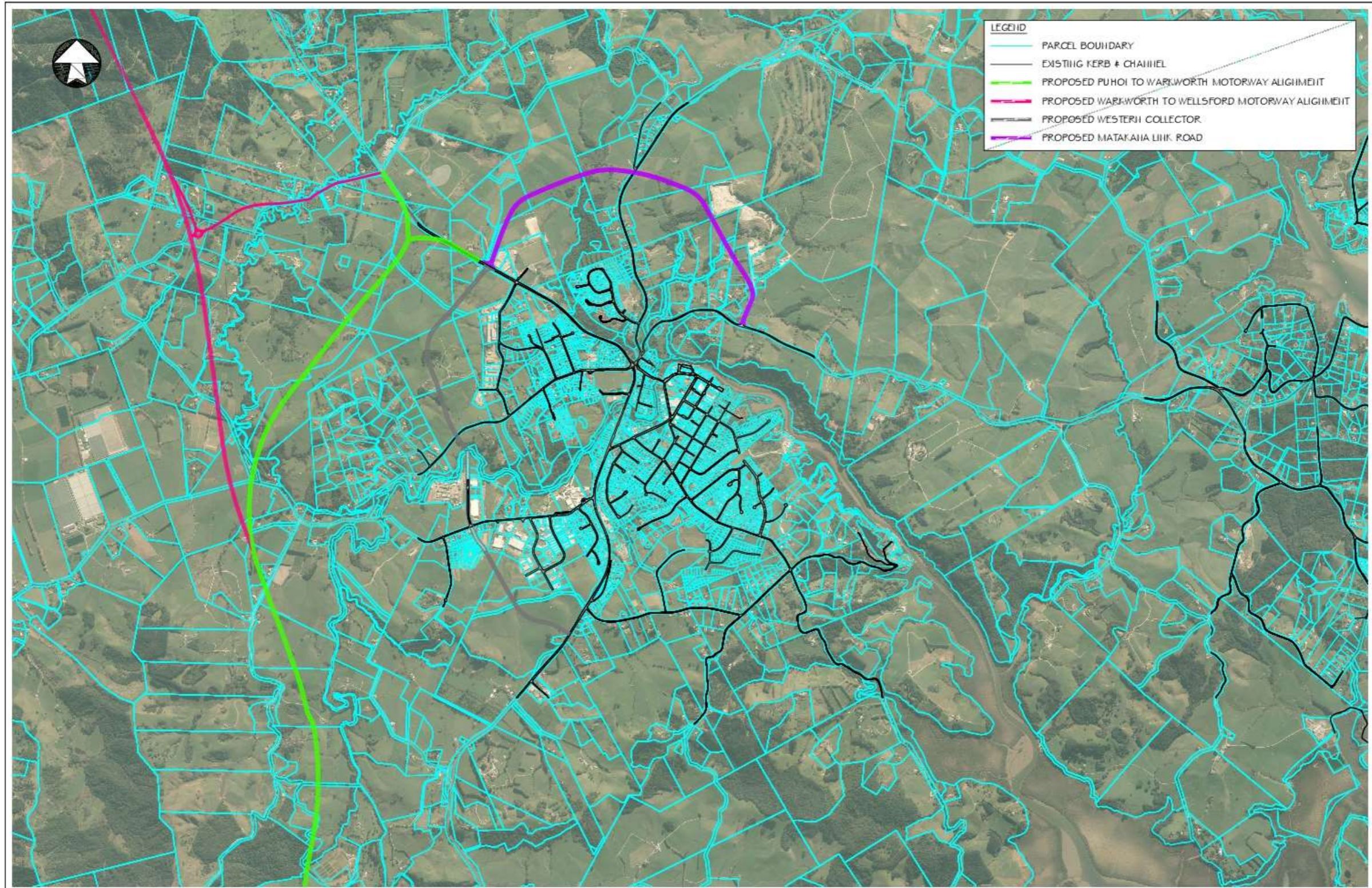
## Appendix Four: Spatial Plan Working Group Credentials

- Ian Hutchinson - Hutchinson Consulting Engineers:
  - 35 years' experience in civil and structural engineering in wide range of public and private developments.
  - Managing Director of Hutchinson Consulting Engineers for the last 30 years.
  - Local resident of Warkworth since 1999.
- Burnette O'Connor - OPC Creative Planning Solutions:
  - Over 23 years' experience as a planner; accredited Independent Planning Commissioner and Chairperson.
  - Has worked for local government and owned/operated a private planning consultancy in Warkworth for 17 years.
  - Expertise in planning in rural areas / communities and has prepared papers on the interrelationships between rural and urban areas.
  - Local Warkworth resident since 1982 familiar with the community and local environmental issues.
- David Hay MSc(hons) MNZPI - OsborneHay Resource Management Practice:
  - Planning Consultant with over 26 years' planning experience in wide range of network utility, local authority, Crown and private developments.
  - Experienced in site selection analysis, preparation of notices of requirements and resource consent applications, and attendance at Council Hearings and the Environment Court.
  - Established Resource Management Practice (OsborneHay) in 2007.
  - Specialises in obtaining resource consents for social infrastructure (churches, school, Marae), quarries, marinas, electrical infrastructure and larger scale residential developments.
  - Local Warkworth resident for 18 years.
- Hamish McDonald BMS - Arcticos Ltd:
  - Independent Management Consultant specialising in commercialisation and market development, particularly in software and scientific innovation.
  - Managed large organisational change projects in local government and academic sectors.
- John Wynyard - Retired Farmer and Former Councillor:
  - Generations of the Wynyard family have been long-time residents of the Warkworth area.
  - Four years on the Auckland Regional Authority and Auckland Regional Council.
  - Semi-retired farmer.
  - Councillor NZ Southdown Sheep Breeders Association and Director NZ Southdown Lamb Company.
- Roger Thorburn - Roger Thorburn Consulting Engineer:
  - Civil and structural consulting engineer for over 40 years.
  - Matakana resident since 2015.
  - Passionate about sustainable design and development of infrastructure projects for community developments relating to the three waters (potable water, storm water, waste water), roading networks, community aspirations for living, working and recreation environs all integrated with urban planning and design.
- Steve Jack B.Com (VPM), ANZIV, SPINZ - Hollis & Scholefield Ltd:

- Director - Registered Valuer
- Has been valuing residential, lifestyle blocks, subdivisions and coastal properties in Warkworth and surrounding areas since 1994.
  
- Tony Hayman - Buckton Consulting Surveyors:
  - Registered Professional Surveyor
  - Member of the NZ Institute of Surveyors
  - Land surveyor with 35 years' experience working in and around Warkworth, including urban and rural developments
  
- Rachel Callender BCS - Zest Communications and Marketing:
  - Member of Public Relations Institute of NZ and International Association of Public Participation
  - Communications specialist with 20 years' experience working in local government, non-profit, NGO and corporate roles
  - Director, Zest Communications and independent contractor since 2005
  - Warkworth resident since 2003



# Roading

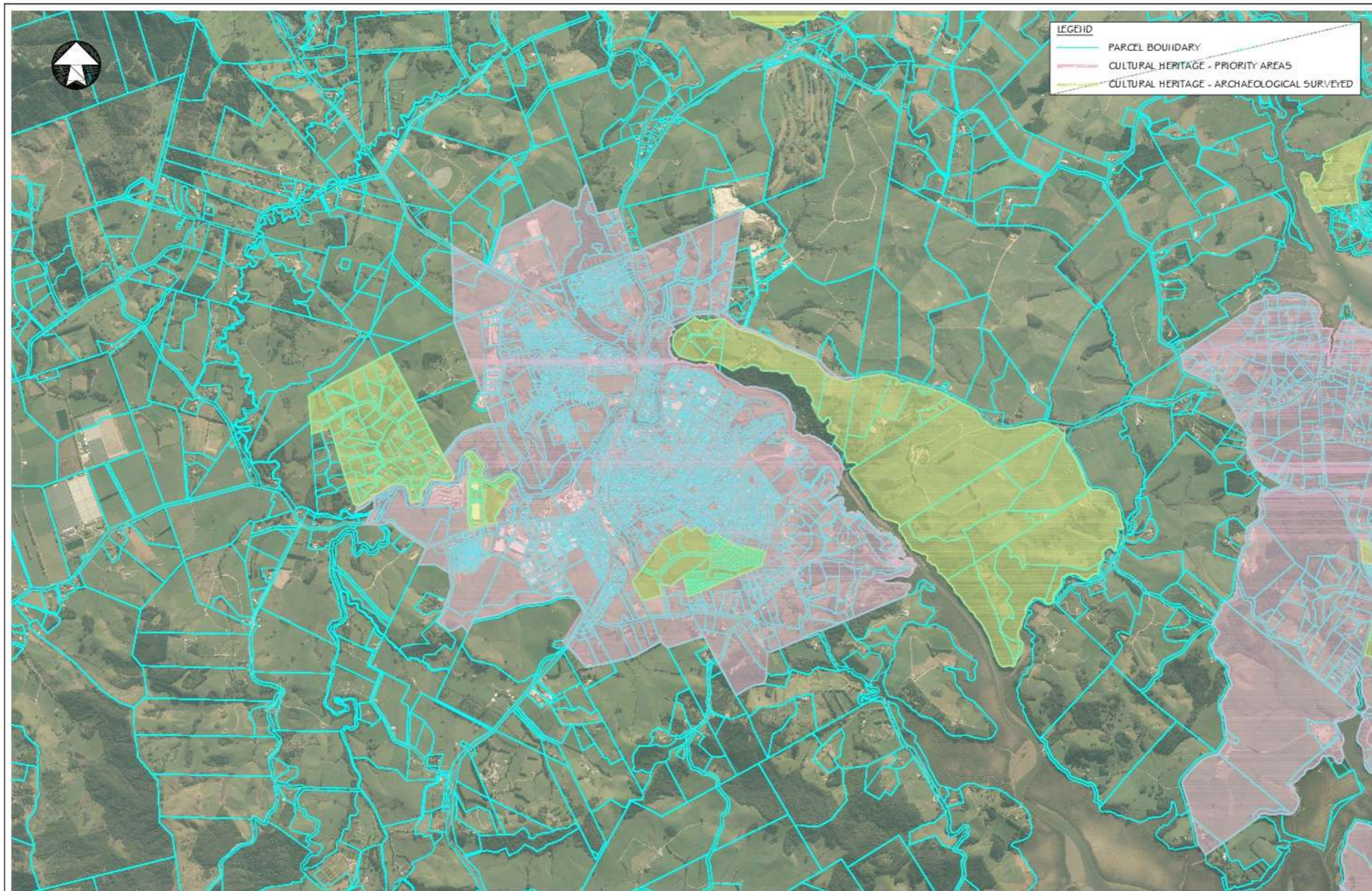


| LEGEND |  |
|--------|--|
|        | PARCEL BOUNDARY                                    |
|        | EXISTING KERB & CHANNEL                            |
|        | PROPOSED PUHOI TO WARKWORTH MOTORWAY ALIGNMENT     |
|        | PROPOSED WARKWORTH TO WELLSFORD MOTORWAY ALIGNMENT |
|        | PROPOSED WESTERN COLLECTOR                         |
|        | PROPOSED MATAKIA LINK ROAD                         |

|  |          |       |     |   |      |  |  |   |  |                   |  |
|--|----------|-------|-----|---|------|--|--|---|--|-------------------|--|
|  |          |       |     |   |      | Design: M. SYMONS MAY 2017<br>Drawn: M. SYMONS MAY 2017<br>Checked: P. FARLEY MAY 2017<br>Approved: L. HUTCHINSON MAY 2017<br>Scale: 1:25000 @ A3<br>Scale vert. exag. |  | Project: WARKWORTH SPATIAL PLAN - 2017<br>Title: ROADING<br>Job No.: A3-19874 |  | Sheet No.: SP-001 |  |
| PO Box 150, Orewa 0946<br>154 Centraway Road, Orewa 0931<br>Ph: 09 426 5702 www.hc.co.nz |          |       |     | <b>WARKWORTH SPATIAL PLAN<br/>WORKING GROUP</b> |      |  |  |   |  |                   |  |
| No.  | Revision | Drawn | Ck. | Appd.   | Date |  |  |   |  |                   |  |



# Archeological Heritage



|     |          |       |      |       |   |                   |           |          |   |         |                               |       |                        |           |               |
|-----|----------|-------|------|-------|---|-------------------|-----------|----------|---|---------|-------------------------------|-------|------------------------|-----------|---------------|
|     |          |       |      |       | <p>PO Box 150, Orawa 0946<br/>154 Centraway Road, Orawa 0931<br/>Ph: 09 426 5782 www.hc.co.nz</p> | Design            | M. SYMONS | MAY 2017 | <b>WARKWORTH SPATIAL PLAN<br/>WORKING GROUP</b> | Project | WARKWORTH SPATIAL PLAN - 2017 | Title | ARCHEOLOGICAL HERITAGE | Sheet No. | <b>SP-002</b> |
|     |          |       |      |       |   | Drawn             | M. SYMONS | MAY 2017 |   | Job No. | A3-19874                      |       |                        |           |               |
|     |          |       |      |       | Checked   | P. FARLEY         | MAY 2017  |          |   |         |                               |       |                        |           |               |
|     |          |       |      |       | Approved  | L. HUTCHINSON     | MAY 2017  |          |   |         |                               |       |                        |           |               |
|     |          |       |      |       | Scale   | 1:25000 @ A3      |           |          |   |         |                               |       |                        |           |               |
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# Soil Category

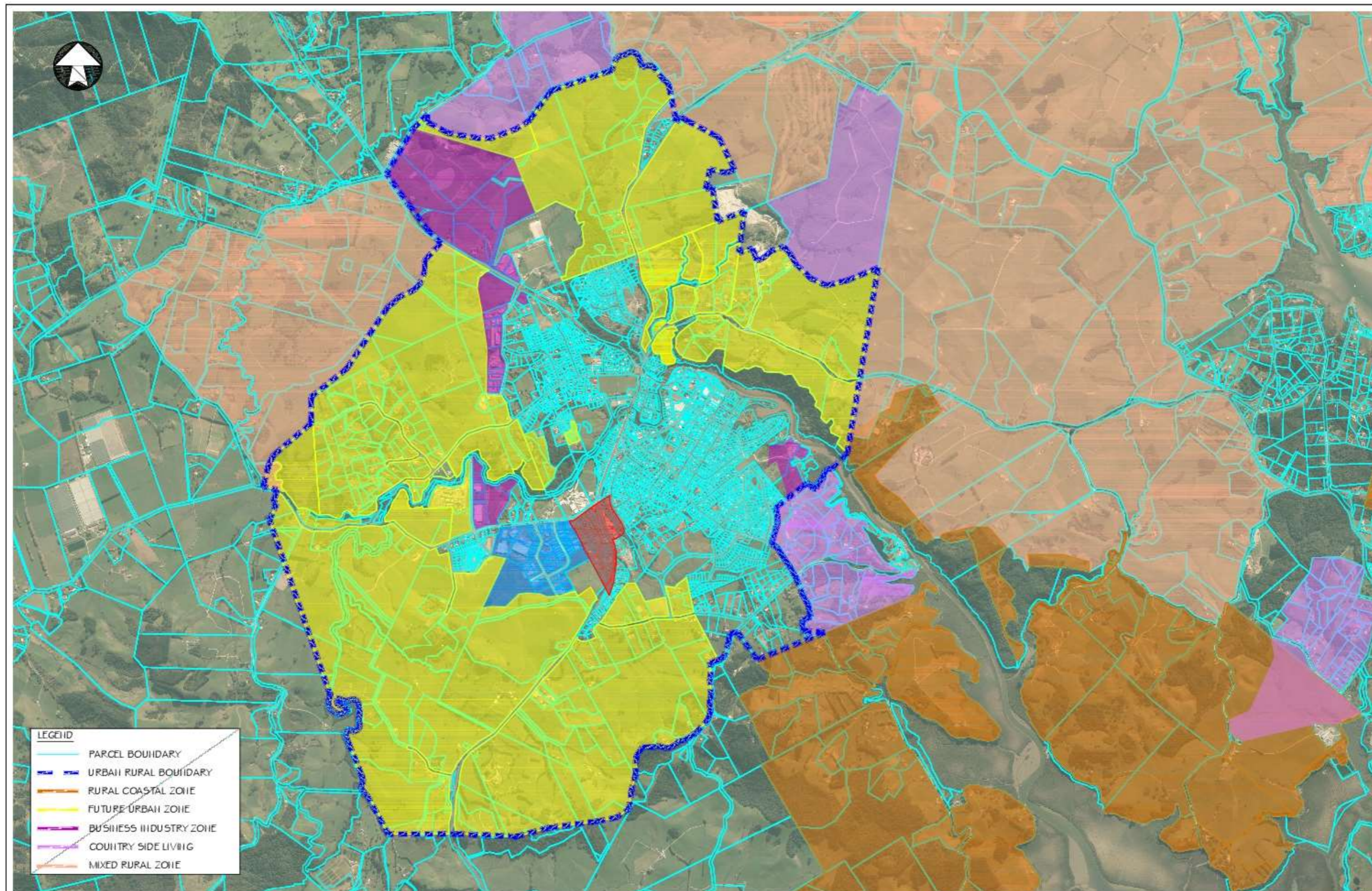


| LEGEND |                 |
|--------|-----------------|
|        | PARCEL BOUNDARY |
|        | SOIL CATEGORY B |
|        | SOIL CATEGORY C |
|        | SOIL CATEGORY D |

|     |          |       |      |       |      |  |  |  |  |                          |  |
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|     |          |       |      |       |      | Design: <b>M. SYMONS</b> <b>MAY 2017</b><br>Drawn: <b>M. SYMONS</b> <b>MAY 2017</b><br>Checked: <b>P. FARLEY</b> <b>MAY 2017</b><br>Approved: <b>L HUTCHINSON</b> <b>MAY 2017</b><br>Scale: <b>1:25000 @ A3</b><br>Scale vert. exag. |  | Project: <b>WARKWORTH SPATIAL PLAN - 2017</b><br>Title: <b>SOIL CATEGORY</b><br>Job No.: <b>A3-19874</b> |  | Sheet No.: <b>SP-003</b> |  |
| No. | Revision | Drawn | CHK. | Appd. | Date | PO Box 150, Orawa 0946<br>154 Centway Road, Orawa 0931<br>Ph: 09 426 5702 <a href="http://www.hc.co.nz">www.hc.co.nz</a>   |  | <b>WARKWORTH SPATIAL PLAN WORKING GROUP</b>  |  |                          |  |



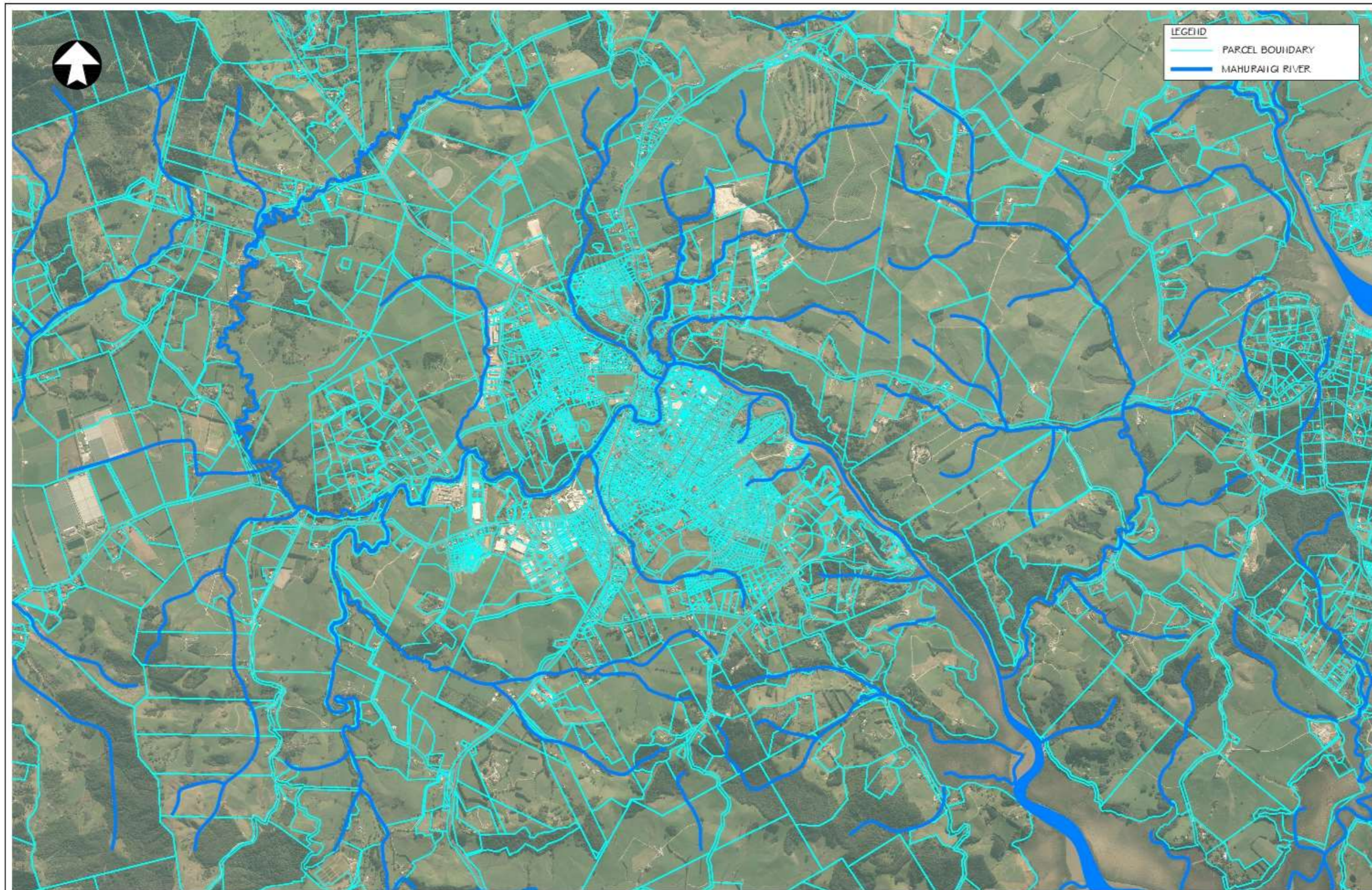
# Existing Zoning



|     |          |       |      |          |               |   |          |   |         |                               |       |                 |           |        |
|-----|----------|-------|------|----------|---------------|---|----------|---|---------|-------------------------------|-------|-----------------|-----------|--------|
|     |          |       |      |          | Design        | M. SYMONS   | MAY 2017 | <b>WARKWORTH SPATIAL PLAN<br/>WORKING GROUP</b> | Project | WARKWORTH SPATIAL PLAN - 2017 | Title | EXISTING ZONING | Sheet No. | SP-004 |
|     |          |       |      |          | Drawn         | M. SYMONS   | MAY 2017 |   | Job No. | A3-19874                      |       |                 |           |        |
|     |          |       |      | Checked  | P. FARLEY     | MAY 2017  |          |   |         |                               |       |                 |           |        |
|     |          |       |      | Approved | L. HUTCHINSON | MAY 2017  |          |   |         |                               |       |                 |           |        |
|     |          |       |      | Scale    | 1:25000 @ A3  |   |          |   |         |                               |       |                 |           |        |
| No. | Revision | Drawn | Chk. | Appd.    | Date          | PO Box 150, Orewa 0946<br>154 Centenary Road, Orewa 0931<br>Ph 09 426 5702 www.hc.co.nz |          |   |         |                               |       |                 |           |        |



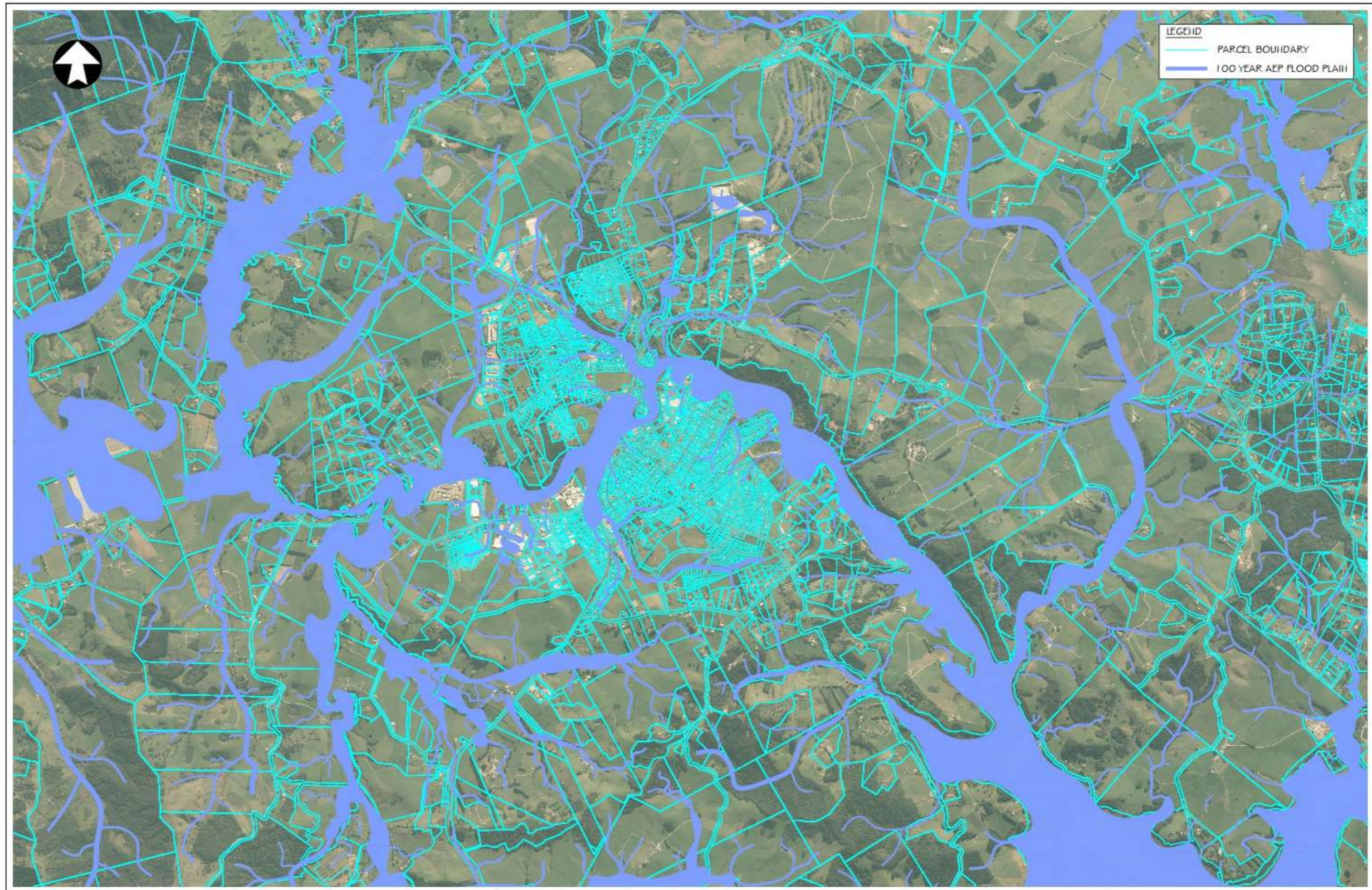
# Mahurangi River and Tributaries



|     |          |       |      |       |   |   |  |   |   |                            |
|-----|----------|-------|------|-------|---|---|--|---|---|----------------------------|
|     |          |       |      |       | <p><b>Hutchinson</b><br/> <small>CONSULTANTS ENGINEERS ARCHITECTS</small></p> <p>PO Box 150, Orawa 0946<br/>         154 Centreway Road, Orawa 0931<br/>         Ph: 09 426 5702 <a href="http://www.hc.co.nz">www.hc.co.nz</a></p> | Design<br><b>M. SYMONS</b> <b>MAY 2017</b><br>Drawn<br><b>M. SYMONS</b> <b>MAY 2017</b><br>Checked<br><b>P. FARLEY</b> <b>MAY 2017</b><br>Approved<br><b>L HUTCHINSON</b> <b>MAY 2017</b><br>Scale<br>1:25000 @ A3<br>Scale vert. exag. | <b>WARKWORTH SPATIAL PLAN<br/>                 WORKING GROUP</b> | Project<br><b>WARKWORTH SPATIAL PLAN - 2017</b> | Title<br><b>MAHURANGI RIVER AND TRIBUTARIES</b> | Sheet No.<br><b>SP-005</b> |
| No. | Revision | Drawn | Chk. | Appd. |   | Date  |  | Job No.<br><b>A3-19874</b>                      |   |                            |



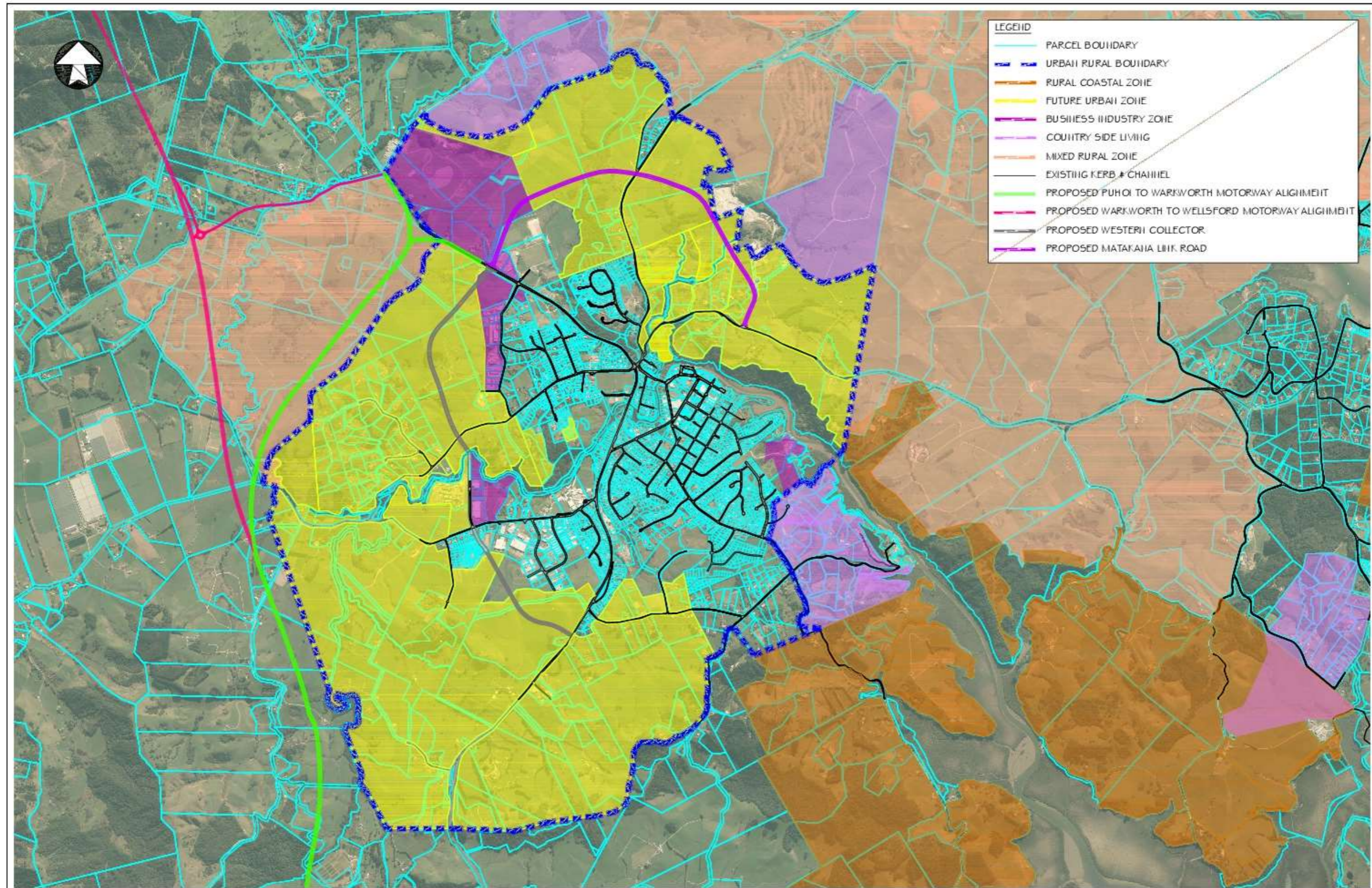
# 100 Year AEP Flood Plain



|     |          |       |      |       |   |   |  |                                   |                     |
|-----|----------|-------|------|-------|---|---|--|-----------------------------------|---------------------|
|     |          |       |      |       | <br>PO Box 150, Orewa 0946<br>154 Centenary Road, Orewa 0931<br>Ph 09 426 5702 www.hc.co.nz | Design<br>M. SYMONS<br>MAY 2017         | Project<br>WARKWORTH SPATIAL PLAN - 2017 | Title<br>100 YEAR AEP FLOOD PLAIN | Sheet No.<br>SP-006 |
|     |          |       |      |       |   | Drawn<br>M. SYMONS<br>MAY 2017          |  | Job No.<br>A3-19874               |                     |
|     |          |       |      |       | Checked<br>P. FARLEY<br>MAY 2017  | WARKWORTH SPATIAL PLAN<br>WORKING GROUP |  |                                   |                     |
|     |          |       |      |       | Approved<br>L. HUTCHINSON<br>MAY 2017   |   |  |                                   |                     |
|     |          |       |      |       | Scale<br>1:25000 @ A3   |   |  |                                   |                     |
| No. | Revision | Drawn | Chk. | Appd. | Date  |   |  |                                   |                     |



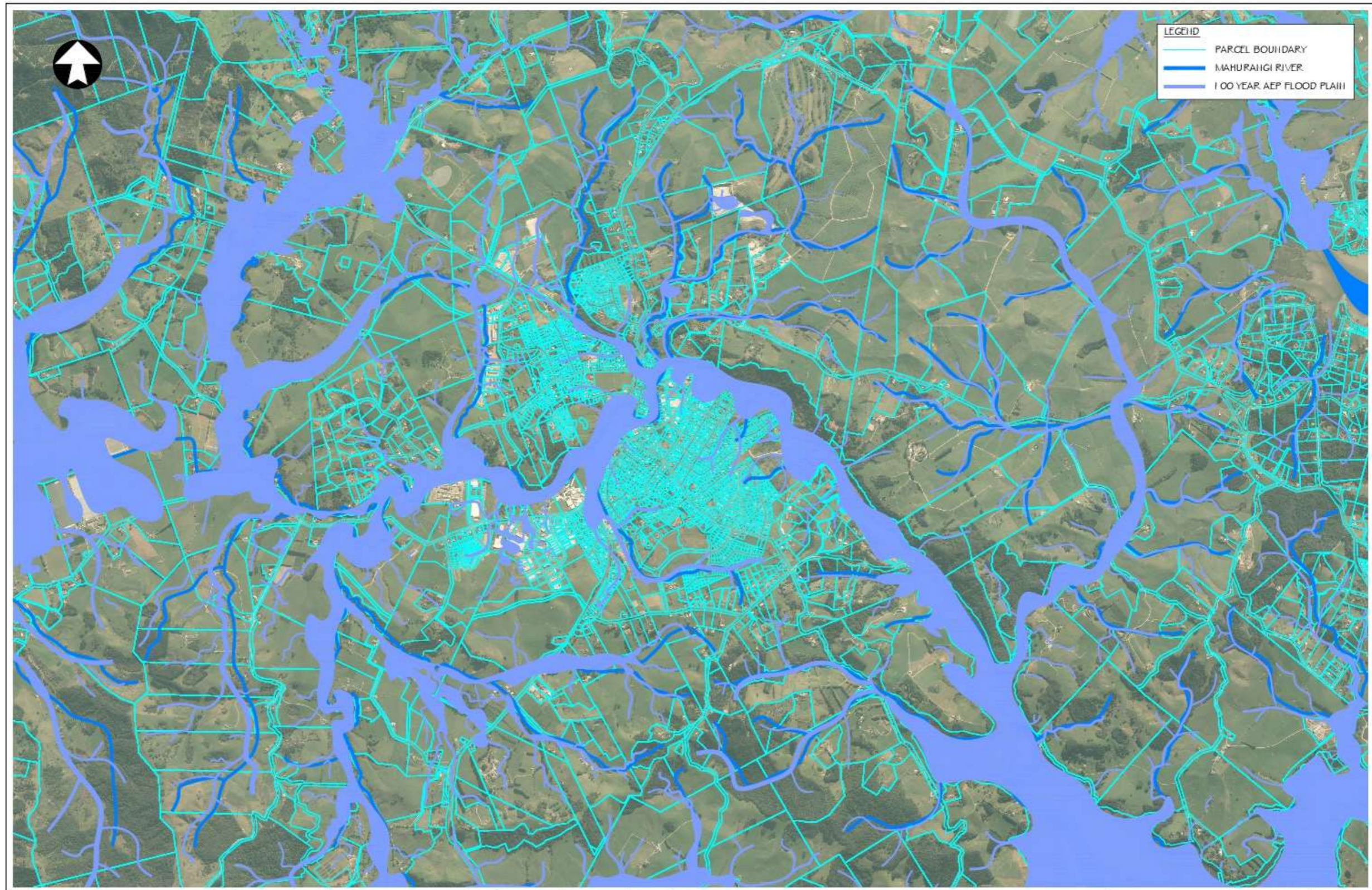
# Zoning and Roading



|   |          |       |      |       |  |  |                   |
|---|----------|-------|------|-------|--|--|-------------------|
| <p>PO Box 150, Orewa 0946<br/>154 Centraway Road, Orewa 0931<br/>Ph: 09 426 5702 www.hc.co.nz</p> |          |       |      |       | Design: M. SYMONS MAY 2017<br>Drawn: M. SYMONS MAY 2017<br>Checked: P. FARLEY MAY 2017<br>Approved: LHUTCHINSON MAY 2017<br>Scale: 1:25000 @ A3<br>Scale vert. exag. | Project: WARKWORTH SPATIAL PLAN - 2017<br>Title: ZONING & ROADING<br>Job No.: A3-19874 | Sheet No.: SP-007 |
| No.   | Revision | Drawn | Chk. | Appd. | Date   |  |                   |



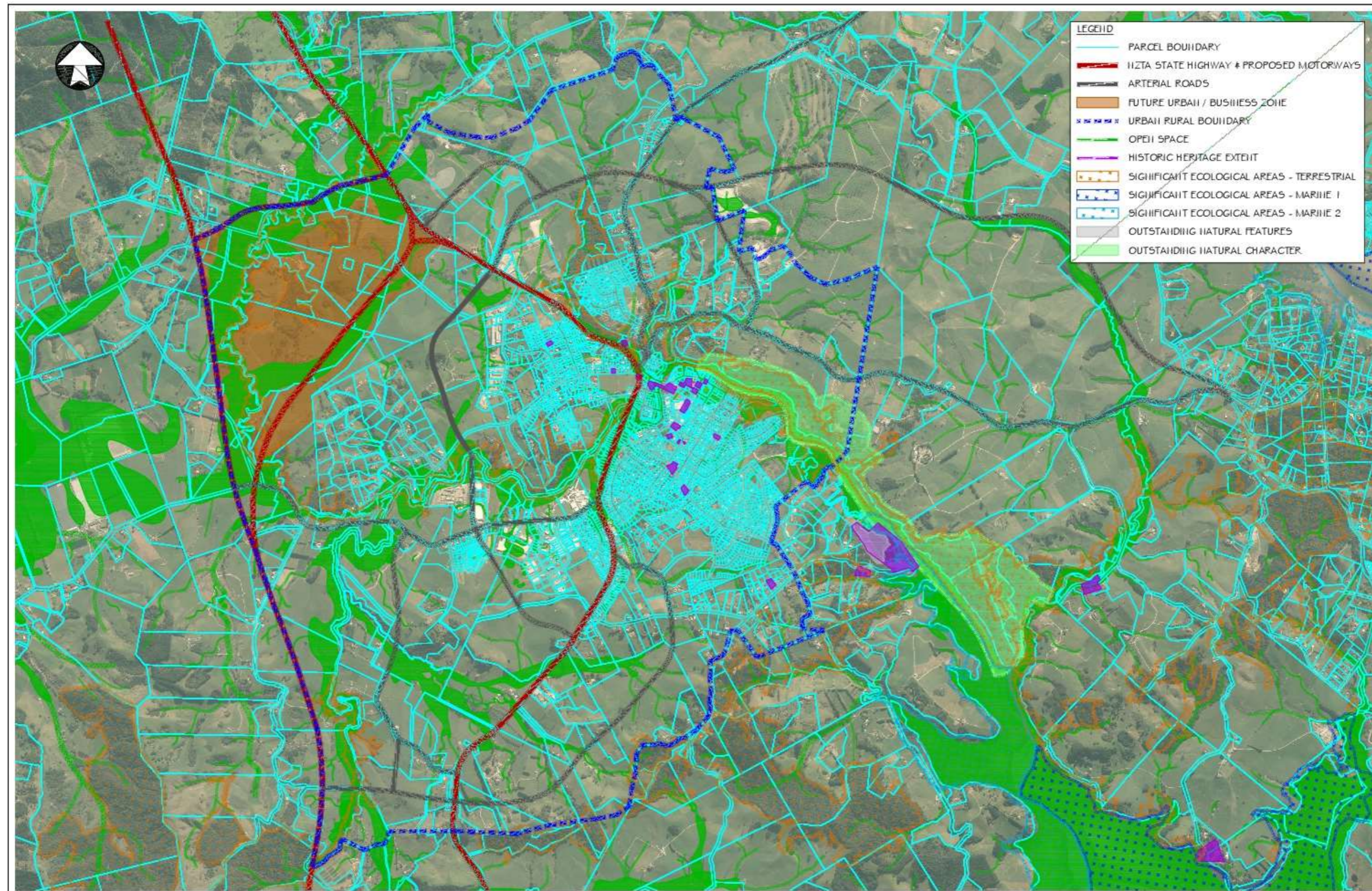
# Mahurangi River and 100-Year AEP Flood Plain



|     |          |       |      |       |   |   |  |  |   |  |                            |
|-----|----------|-------|------|-------|---|---|--|--|---|--|----------------------------|
|     |          |       |      |       | <p>PO Box 150, Orewa 0946<br/>154 Centreway Road, Orewa 0931<br/>Ph: 09 426 5702 <a href="http://www.hc.co.nz">www.hc.co.nz</a></p> | Design<br>Drawn<br>Checked<br>Approved<br>Scale | M. SYMONS<br>M. SYMONS<br>P. FARLEY<br>L. HUTCHINSON<br>1:25000 @ A3 | MAY 2017<br>MAY 2017<br>MAY 2017<br>MAY 2017 | Project<br><b>WARKWORTH SPATIAL PLAN - 2017</b> | Title<br><b>MAHURANGI RIVER &amp; 100 YEAR AEP FLOOD PLAIN</b> | Sheet No.<br><b>SP-008</b> |
| No. | Revision | Drawn | Chk. | Appd. |   | Date  | WARKWORTH SPATIAL PLAN<br>WORKING GROUP                              |  |   |  |                            |



# Roading Network and Unitary Plan Overlays

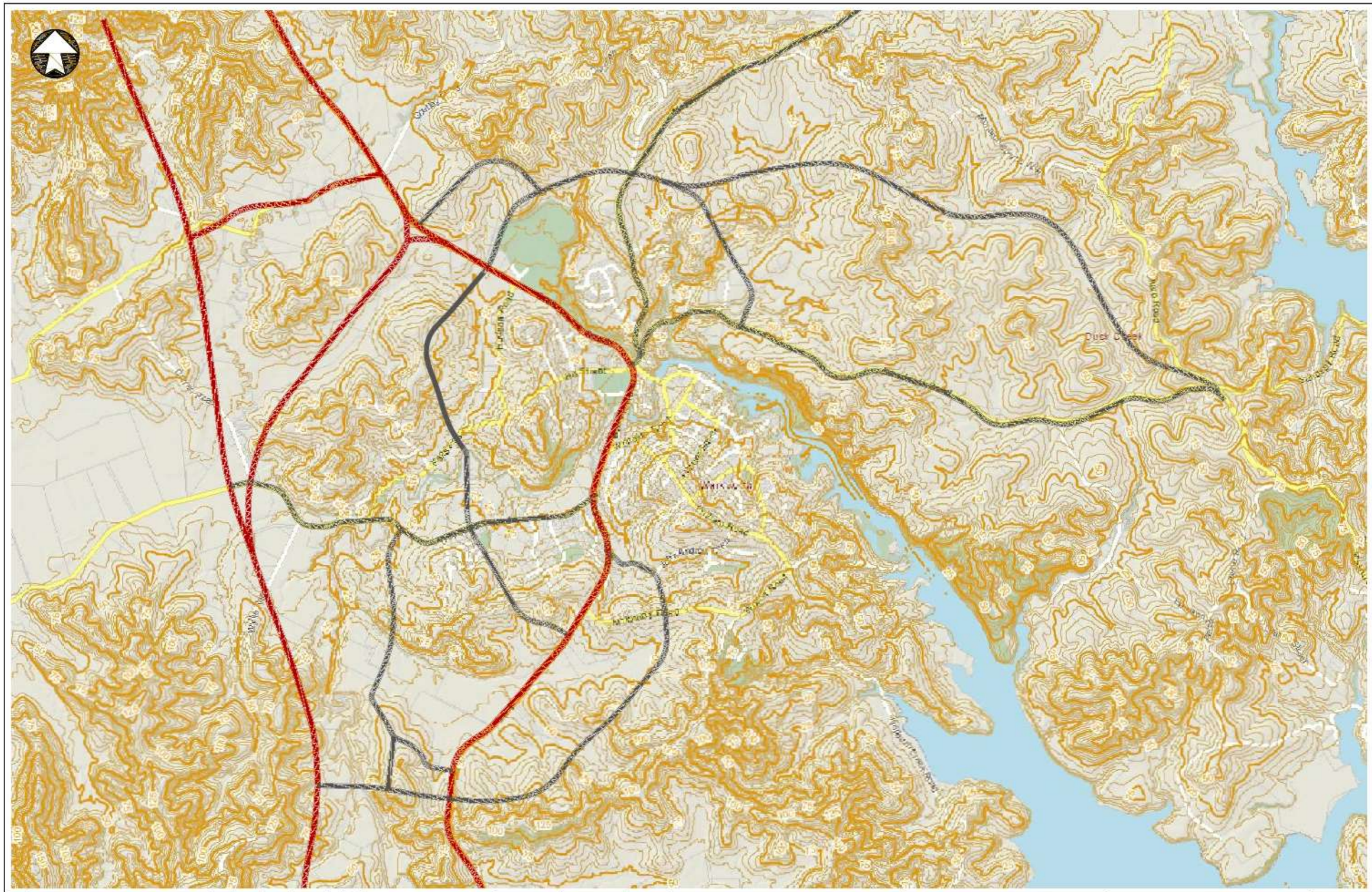


| LEGEND |  |
|--------|--|
|        | PARCEL BOUNDARY                            |
|        | HZTA STATE HIGHWAY & PROPOSED MOTORWAYS    |
|        | ARTERIAL ROADS                             |
|        | FUTURE URBAN / BUSINESS ZONE               |
|        | URBAN RURAL BOUNDARY                       |
|        | OPEN SPACE                                 |
|        | HISTORIC HERITAGE EXTENT                   |
|        | SIGNIFICANT ECOLOGICAL AREAS - TERRESTRIAL |
|        | SIGNIFICANT ECOLOGICAL AREAS - MARINE 1    |
|        | SIGNIFICANT ECOLOGICAL AREAS - MARINE 2    |
|        | OUTSTANDING NATURAL FEATURES               |
|        | OUTSTANDING NATURAL CHARACTER              |

|     |          |       |      |          |               |                   |   |   |   |                            |
|-----|----------|-------|------|----------|---------------|-------------------|---|---|---|----------------------------|
|     |          |       |      | Design   | M. SYMONS     | MAY 2017          | <b>WARKWORTH SPATIAL PLAN<br/>WORKING GROUP</b> | Project<br><b>WARKWORTH SPATIAL PLAN - 2017</b> | Title<br><b>ROADING NETWORK &amp; UNITARY PLAN<br/>OVERLAYS</b> | Sheet No.<br><b>SP-009</b> |
|     |          |       |      | Drawn    | M. SYMONS     | MAY 2017          |   |   |   |                            |
|     |          |       |      | Checked  | P. FARLEY     | MAY 2017          |   |   |   |                            |
|     |          |       |      | Approved | L. HUTCHINSON | MAY 2017          |   |   |   |                            |
|     |          |       |      | Scale    | 1:25000 @ A3  |                   |   |   |   |                            |
| No. | Revision | Drawn | Chk. | Appd.    | Date          | Scale vert. exag. |   | Job No.   | A3-19874  |                            |



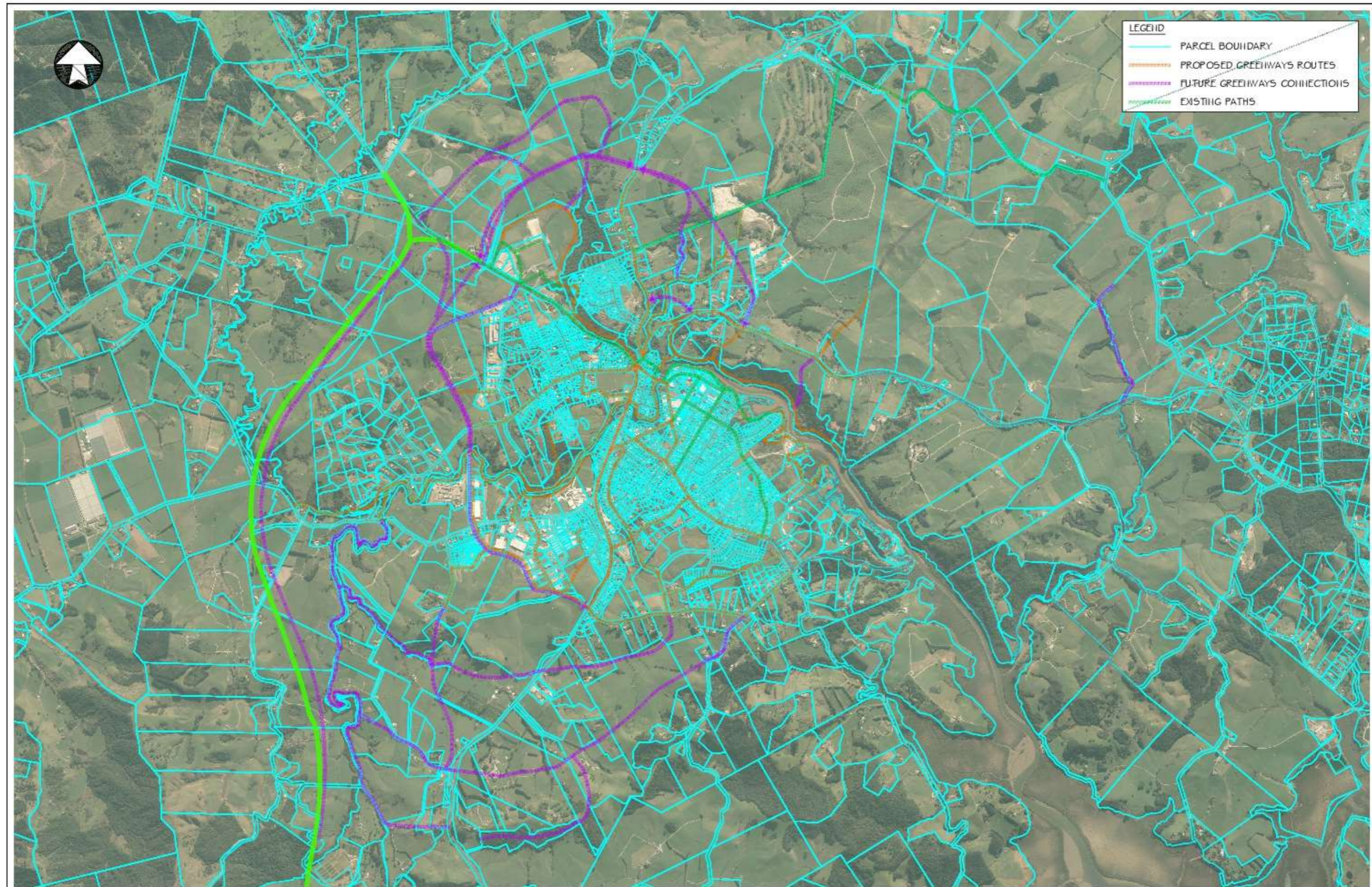
# Roading Network and GIS Contour Scan Overlay



|     |          |       |      |   |   |   |  |   |  |  |                     |
|-----|----------|-------|------|---|---|---|--|---|--|--|---------------------|
|     |          |       |      | <p>PO Box 150, Orwa 0946<br/>154 Cartway Road, Orwa 0931<br/>Ph: 09 426 5702 www.hc.co.nz</p> | Design<br>Drawn<br>Checked<br>Approved<br>Scale | M. SYMONS<br>M. SYMONS<br>P. FARLEY<br>L HUTCHINSON<br>1:25000 @ A3 | MAY 2017<br>MAY 2017<br>MAY 2017<br>MAY 2017<br>MAY 2017 | <b>WARKWORTH SPATIAL PLAN<br/>WORKING GROUP</b> | Project<br>WARKWORTH SPATIAL PLAN - 2017 | Title<br>ROADING NETWORK & GIS CONTOUR<br>SCAN OVERLAY | Sheet No.<br>SP-010 |
| No. | Revision | Drawn | Clk. |   | Appd.   | Date  |  |   | Job No.<br>A3-19874                      |  |                     |



# Greenways Plan



| LEGEND |                              |
|--------|------------------------------|
|        | PARCEL BOUNDARY              |
|        | PROPOSED GREENWAYS ROUTES    |
|        | FUTURE GREENWAYS CONNECTIONS |
|        | EXISTING PATHS               |

|     |          |       |      |          |              |  |   |                            |                               |       |                |           |        |
|-----|----------|-------|------|----------|--------------|--|---|----------------------------|-------------------------------|-------|----------------|-----------|--------|
|     |          |       |      | Design   | M. SYMONS    | MAY 2017   | <b>WARKWORTH SPATIAL PLAN<br/>WORKING GROUP</b> | Project                    | WARKWORTH SPATIAL PLAN - 2017 | Title | GREENWAYS PLAN | Sheet No. | SP-011 |
|     |          |       |      | Drawn    | M. SYMONS    | MAY 2017   |   | Job No.<br><b>A3-19874</b> |                               |       |                |           |        |
|     |          |       |      | Checked  | P. FARLEY    | MAY 2017   |   |                            |                               |       |                |           |        |
|     |          |       |      | Approved | L.HUTCHINSON | MAY 2017   |   |                            |                               |       |                |           |        |
|     |          |       |      | Scale    | 1:25000 @ A3 |  |   |                            |                               |       |                |           |        |
| No. | Revision | Drawn | Chk. | Appd.    | Date         | PO Box 150, Orewa 0946<br>154 Centway Road, Orewa 0931<br>Ph: 09 426 5702 <a href="http://www.hc.co.nz">www.hc.co.nz</a> |   |                            |                               |       |                |           |        |