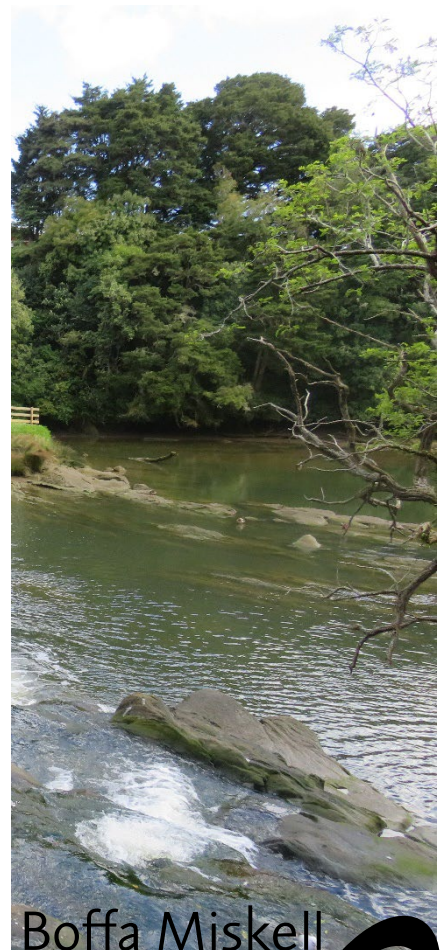


Warkworth Structure Plan

Neighbourhood Design Statement

Prepared for Auckland Council


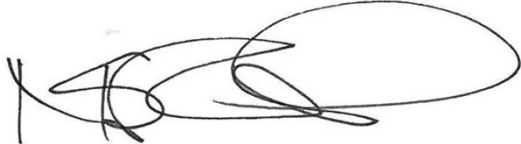
18 February 2019



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1.0 Introduction

Warkworth has been identified as a satellite town for the north of Auckland. It has a well-established town centre which services an existing and growing residential population and a large rural catchment based around the Mahurangi river and harbour. Auckland Council's strategic direction for growth in Auckland (Auckland Plan 2050) includes the growth of Warkworth as a rural node servicing the surrounding rural communities, supporting significant business and residential growth, and strengthening connections to urban Auckland via state highways and improved public transport. To enable this growth, substantial additional land surrounding Warkworth was identified for future urban development in the Auckland Unitary Plan Operative in Part ('AUP').

The growth of Warkworth will be facilitated by urbanisation of the Future Urban zone surrounding the existing settlement of Warkworth. The Future Urban zone land comprises approximately 1,000 hectares to the north and west/southwest of Warkworth. The first step to rezoning Future Urban zone land for urbanisation is the preparation of a Structure Plan. Preparation of the Warkworth Structure Plan was initiated in December 2017. The draft plan identifies land for employment, retail and residential uses, as well as transport infrastructure and community facilities including parks. The successful development of Warkworth will be dependent on providing a high quality environment, high quality and efficient transportation connections both within the town as well as to the wider area and beyond to the rest of Auckland and urban containment within the Rural Urban Boundary ('RUB').

This Neighbourhood Design Statement for the Warkworth Structure Plan area is one of a suite of technical reports that has been prepared to support the Warkworth Structure Plan and subsequent plan changes for the Future Urban zoned land. The purpose of the neighbourhood design statement is to support the implementation of the Structure Plan. This Neighbourhood Design Statement only looks to add additional Warkworth specific considerations rather than repeat information already compiled extensively elsewhere in the development of the Structure Plan.

This Neighbourhood Design Statement identifies urban design considerations relevant to Warkworth and the Structure Plan area. It is informed by national and local urban design policy and guidance including, but not limited to:

- The New Zealand Urban Design Protocol, Ministry for the Environment, 2005
- The Auckland Plan 2050, Auckland Council, 2018
- The Auckland Unitary Plan, Auckland Council, 2016
- Auckland Design Manual, Auckland Council, online resource
- The Roads and Streets Framework, Auckland Transport, 2017
- Bridging the Gap, NZ Transport Agency, 2013

Development plans for Warkworth must respond to the general requirements and expectations set out in these policies and guides and the specific considerations in this

Neighbourhood Design Statement. In particular this report has been prepared in accordance with the Structure Planning requirements set out in Appendix 1 of the AUP. Further detail on the urban design policy background has been described in the Urban Design Topic Report – Warkworth Structure Plan produced by Auckland Council, February 2018.

The Neighbourhood Design Statement will also play a major role for ongoing implementation phases in Warkworth after structure planning has been completed. The urban design content detail and specificity will increase in the future phases:

Phase 1 (current phase)

Assists the development and informs the detail for the Structure Plan development. This document has informed the development of the Structure Plan, it provides an analysis of the land uses proposed in the Structure Plan and sets out possible additional precinct controls for consideration in the preparation of a Plan Change(s). While it sets out some guidance around built form, it deliberately does not repeat the detail contained within the Auckland Design Manual (<http://www.aucklanddesignmanual.co.nz/>), which provides comprehensive and up to date guidance for an array of land use developments envisaged within the Structure Plan area.

Phase 2

Assists the implementation stages of the Structure Plan. The possible precinct controls identified within this document will be refined to support the development of Plan Change(s). Further detailed urban work such as a concept masterplan showing a finer-grained street network for each of the areas is required for the Plan Change stage to build on and refine the Neighbourhood Design Statement in Phase 2.

Phase 3

At phase 3 it is possible that more detailed information will be developed to support that already contained within the Auckland Design Manual with location specific detail, such as for subdivision, building development and infrastructure design.

2.0 Draft Structure Plan Overview Analysis

2.1 Structure Plan

The Warkworth Structure Plan, refer to Figure 1, covers a large land area of more than 1,000 hectares surrounding the existing township of Warkworth. The natural landform is undulating and punctuated by vegetated stream gullies and other pockets of native revegetation, which, together with the roads, naturally divide the land into discreet areas with distinctive and varying qualities of natural and built character. Mature vegetation, stream fords, rural production activities such as the orchards and farms that line the entries to Warkworth, and the steep escarpments to the north and south of the Structure Plan area add character.

The entire Structure Plan area is located within the RUB and zoned Future Urban within the AUP. The Structure Plan is a land use planning tool that sets out a pattern of land use and supporting infrastructure. There has been extensive constraints and opportunities mapping as well as public engagement that has informed the land use plan.

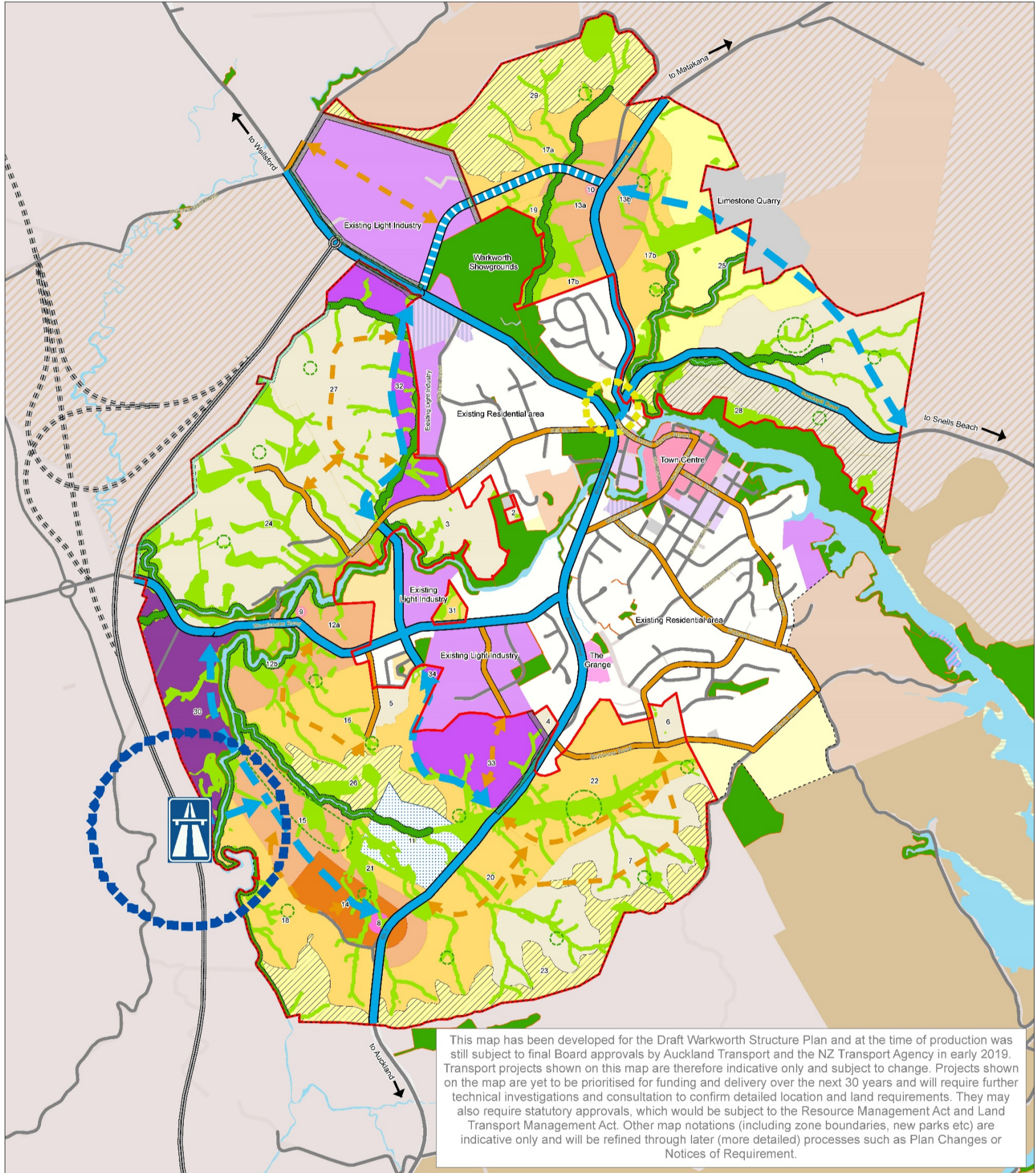
Planning principles of the Structure Plan include enabling sustainable urban development with a compact urban form. The Structure Plan seeks to provide for a density of development which results in an efficient use of land and delivers the anticipated growth. The rationale for zoning is based on topography, protecting natural heritage and important landscape areas, primacy of the existing centre, enabling density around areas of high activity and improving connectivity. Greater detail is provided in the subsequent paragraphs.

2.2 The Growth Areas

The council's Future Urban Land Supply Strategy (2017) splits the Warkworth Future Urban zone area into three: Warkworth North, Warkworth South and Warkworth North East. The strategy identifies staging of the land for development, but also acknowledges that there are differing opportunities and constraints. Even within each of the three growth areas, there are not a single set of characteristics.

Warkworth's future urban land comprises several areas with local distinctiveness. Each area is distinct from the next based on key attributes including contours, existing vegetation, streams and watercourses, proximity to existing development, and views and vistas afforded by the topography and orientation. These areas will help inform future neighbourhood development that supports place-based neighbourhood character and identity.

It is envisaged these neighbourhoods will be inter-connected and linked to Warkworth Town Centre via the movement and open space networks, prioritising walking and cycling. Detail on the different neighbourhoods is included in the Neighbourhood Creation section.



Draft Warkworth Structure Plan

0 250 500 1,000 Metres

Date Printed: 7/02/2019

| | | | |
|---|---|--|---|
| <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 |
|---|---|--|---|

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

Figure 1 Draft Warkworth Structure Plan, 5 February 2019

2.3 Land uses

2.3.1 Centres

The more connected a place is the more attractive it is to business and community services. It is expected that centres will be developed in locations accessible by walking, cycling, public transport, rather than solely private vehicle. Centres will be further supported by creating a connected network of walking and cycling routes.

The existing town centre remains the focal point for Warkworth and is the pre-eminent retail, commercial and civic centre for the whole structure plan area. Three new small business centres are also proposed, in addition to the existing town centre and are spatially located and intended to conform to a hierarchy subservient to this. The AUP anticipates and provides for considerable growth of the town centre, with a significant extent of the existing residential surrounding the town centre zoned for Business – Mixed Use to enable that growth. The Grange, at the southern edge of the existing settlement is identified as a local centre in the AUP, sitting below the town centre in the centres hierarchy.

Neighbourhood centres are proposed in the northern and southern (central - western) growth areas and a slightly larger local centre (albeit of a slightly smaller scale than The Grange) is proposed in the southern part of the southern growth area. The neighbourhood centres will consist of a cluster of retail units and local services such as a dairy, café, hairdresser, takeaways or similar such activities of a scale compatible with a primarily residential locality. The local centre would be larger as it serves a wider catchment and may also include services such as a doctor's surgery, dentist and other key services in addition to local retail, which could include a small supermarket.

The proposed location of a northern neighbourhood centre on the western side of Matakana Road is logical as the Matakana Link Road will be constructed on the western side first, where there is already a well-established residential population. The proposed location of the neighbourhood centre will not only support the existing built form but will facilitate increased intensity of development (planned for both sides of Matakana Road) in the early stages of the future development. This in turn will support the viability of this comparatively smaller centre.

A second neighbourhood centre is proposed for the central-western area around Woodcocks Road. The proximate land uses are likely to include not only medium intensity residential, but also industrial land. Woodcocks Road is identified as an upgraded arterial road with cycleways on either side, which can create challenges for pedestrian movement. In order for the neighbourhood centre to be attractive for pedestrians as well as those using other modes of transport, it is necessary for it to be located on a connector road that serves a range of land use activities including residential.

It is proposed to locate the new local centre near the intersection of the current SH1, which will be downgraded when Ara Tūhono is completed, and the Wider Western Link road. While still a small centre, this will contain a more substantial array of local shops

than the neighbourhood centres supporting much of the local shopping needs of the southern growth area. Locating the centre adjoining the junction of the roads is appropriate as it will enable ready access by all modes of transport and will service much of the southern growth area.

2.3.2 Parks and open space network

The Structure Plan recognises the need for parks and open space for the anticipated population and identifies indicative locations for new parks and public open space. It is important that accessible, quality public open space is provided within easy walking distance along connected paths for all residents, this includes neighbourhood parks, suburban parks and a sports park. In addition to these parks, reserves for drainage and stormwater purposes can provide both stormwater mitigation and passive recreational opportunities. Furthermore, an extensive green network is identified, ostensibly for riparian planting, but may provide public access links in some areas.

While small neighbourhood pocket parks will arise through residential development, it is important that residents have access to quality, safe, functional public open space. The precise location and extent of area of sports and suburb parks should be identified as soon as possible. Early identification of such parks would have the benefit of ensuring availability of land for open space is not compromised by residential development and also informing residential typology, density and movement network. For example, proximity to open space can facilitate higher residential densities. As council has not yet acquired land for new suburb and sports parks in Warkworth these are shown as indicative only in the Structure Plan.

2.3.3 Schools

There has been early engagement with the Ministry of Education ('**MoE**') to inform the educational needs for the future population. Similar to parks and open space, it would be preferable to issue a Structure Plan with precise locations and land areas for schools identified to inform other land uses and ensure the most appropriate adjoining land uses. However, MoE are currently investigating potential new school sites in Warkworth and have not yet acquired or designated any specific sites and therefore new school sites are unable to be shown in the draft Structure Plan.

2.3.4 Residential development

The residential zones in the Structure Plan area follow a traditional urban transect from Large Lot zoned residential, on the steep and/or marginal land on the ridgelines, at the periphery through suburban residential development to high density residential (mostly Mixed Housing Urban zone ('**MHU**')) located around centres and existing and proposed employment areas. The rationale for residential zoning to provide a range of housing options for all life stages, enabling density around areas of high activity and protecting areas of landscape and natural value is logical. This approach makes efficient use of land, promotes mixed tenure communities and environmental protection.

While much of the proposed higher density residential is MHU, an area of Terrace Housing and Apartment Building zone ('**THAB**') is indicated to the north of Valerie Close. Increased density in this location is appropriate and will help to achieve aspirations of quality, compact development. It is a logical location in relation to the proposed local centre, indicative sports park, future public transport interchange, and a possible school in the vicinity.

Lower densities are proposed in areas with high landscape value or where the landform is not suited to higher densities. Identification of the slopes below significant ridgelines for Large Lot residential is appropriate as it allows limited residential development on land within the Structure Plan area that is difficult to develop and forms a more natural edge to Warkworth. The areas to the west of the proposed Western Link Road around Viv Davie Martin Drive, and to the east on either side of Sandspit Road are identified for Single House zone, which is also appropriate as this would allow residential development of an intensity that could work with the geotechnical, environmental and landscape constraints. These areas are also generally some distance from public transport routes and centres.

It is considered the proposed zones would be more robust if the location of parks, schools and the full movement network (including a finer grain of routes) were identified. Further detailed work such as a concept plan showing a finer-grained street network is required for the Plan Change stage to better understand these matters.

Through these many zones, a variety of lot sizes and corresponding housing typologies are envisaged, providing choice for the current and proposed population. Based on the proposed zones, the dominant form of development will be medium density detached housing. Housing typologies will range from single storey detached dwellings on large lots of 4000m² or more to up to two storey detached dwellings on individual lots with an average of around 600m² to higher intensity detached dwellings and attached terraced housing on more compact lots, and some apartments within and adjacent to centres.

2.3.5 Industrial areas

With the exception of the local and neighbourhood centres, future employment land is primarily industrial zoned land. The Structure Plan indicates three new areas for industrial land. Two of these areas are extension to the edges of existing Business - Light Industry zone; concentrating employment and light industrial activities adjacent to the established employment areas. A further extensive area of Business - Heavy Industry zone is located to the far west of the Structure Plan area, to the south of Woodcocks Road, to take advantage of some of the flatter land for employment and the potential motorway interchange.

Providing for substantial areas for future business land offers employment choice and reduces the need for residents to commute long distances for work. Overall the additional industrial areas are in appropriate locations: all located on arterial roads and mostly adjacent to motorway interchanges for good freight transport access, on the public transport network and the cycleway network to provide choice for employee

access. However, there will need to be careful design of the areas, in particular the transport network and the street interface, both to avoid negatively impacting on surrounding residential areas and to achieve a high quality street environment.

2.3.6 Morrisons Orchard

Morrisons Orchard is a distinctive feature on the approach into Warkworth from the south. The landowners desire the retention of the Orchard through the Structure Plan, which will preserve some of the rural history of the wider Warkworth area, particularly that visual entry from the south. To retain the viability of the orchard it will also be important to consider reverse sensitivity issues. It is appropriate that a lower intensity residential zone sleeves the orchard. A combination of Mixed Housing Suburban and Large Lot zones is proposed around the extent of the orchard. This is supported as it will likely facilitate the ongoing retention of the orchard.

Notwithstanding the comments regarding securing locations for schools and open space, the flatter land to the south of Morrisons Orchard and bordering the current SH1 presents a suitable location for a possible school, with opportunity for playing fields on the flatter lands within the school grounds. Using the land for a school and a large area of open space would provide a logical transition between the ongoing orchard operation and residential land to the south and west, retaining a sense of pastoral land and early rural economy near the southern edge of Warkworth.

2.4 Movement framework

A high-level public transport and roading network plan has been prepared for the Structure Plan along with an active transport network plan, refer to Figures 2 and 3. In addition to existing connections these identify primary routes in the form of potential arterial and collector roads and indicative off-road walking and cycling networks additional to those provided within the road network. The network principles of connecting people to key destinations, utilising riparian streams and the arterial road network to provide access to key destinations and residential areas, as well as to public transport servicing a wider area, are appropriate.

The proposed network will support walking and cycling both within and separate to the street network. Separated cycle lanes are proposed for many of the arterial and collector roads, providing safe access and offering a genuine alternative to motorised transport. There is also an extensive indicative greenway network providing connections via linear open space corridors additional to the street network, forming recreational trails through and around wider Warkworth.

A southern bus interchange is proposed within close proximity to the local centre, adjacent to SH1. This connects in with several proposed passenger transport routes servicing the new and existing residential neighbourhoods to Warkworth town centre (via the town centre bus station) and established settlements in the wider locality, such as Matakana, Omaha, Leigh and Snells Beach. It is appropriate that the passenger

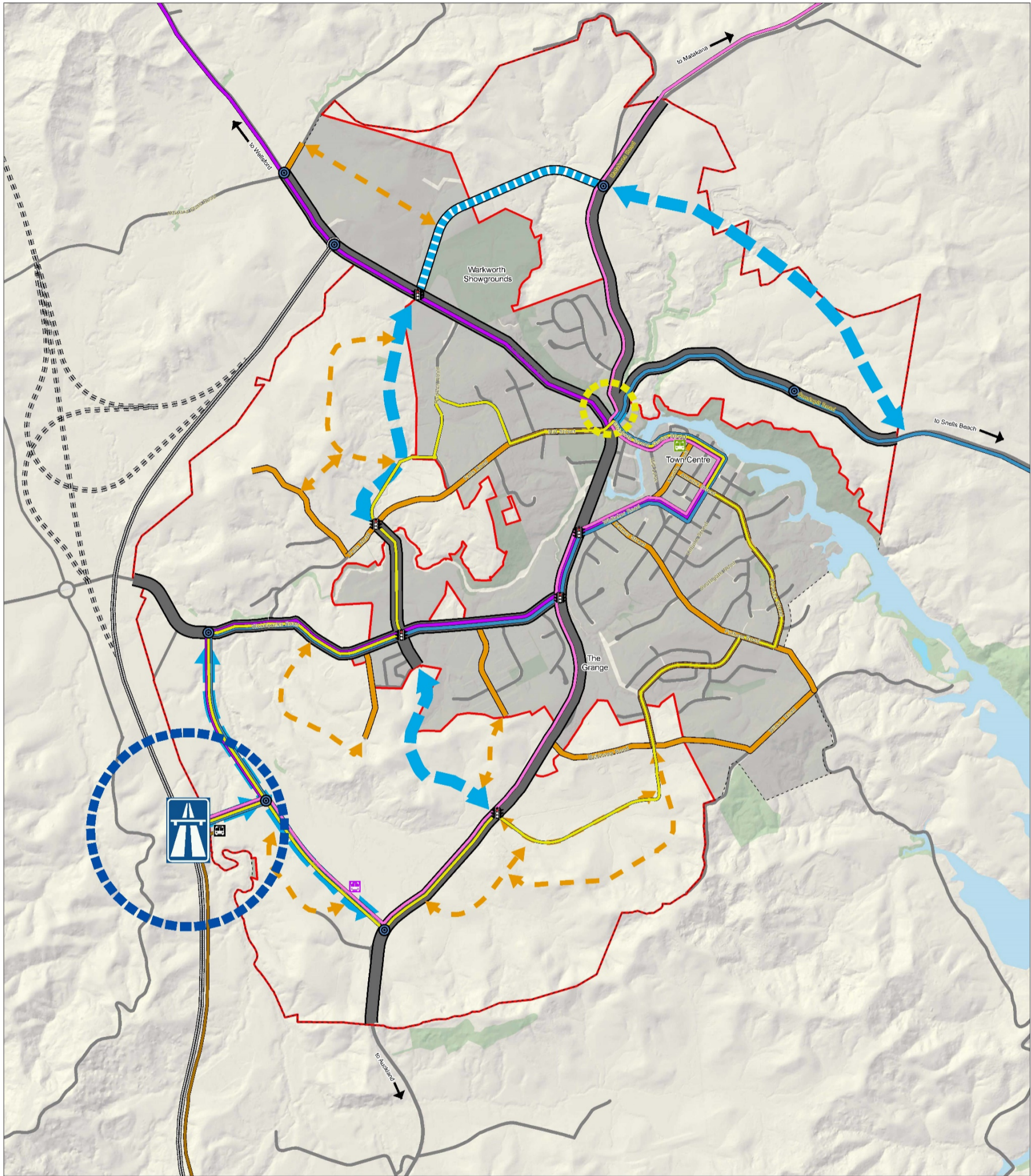
transport hub is located adjacent to the proposed local centre and higher density residential. This will offer choice and an opportunity for multi-modal accessibility.

Provision for park and ride facilities, adjacent to the potential motorway interchange, are accommodated within the Structure Plan. These will potentially support wider access to a frequent rapid passenger transport service linking to Hibiscus Coast, Albany and other destinations via the motorway. More detail will be required as the Plan Change progresses to ensure there are strong connections between the local bus network and the commuter bus network to afford a high degree of modal choice.

Neighbourhoods will be accessed from a combination of existing and new roads. However, the transport network plan is conceptual and high level and currently lacks the finer detail necessary to evaluate how well-connected and accessible the neighbourhoods will be in reality. As a Plan Change is progressed, either by Auckland Council or private landowners, a concept plan showing a finer-grained street network, will be needed to consider the clarity of connections between key destinations and the residential areas within Warkworth.

For the most part, the internal road network should be designed to follow natural contour and wherever possible reference existing farm tracks and any underlying paper roads. The road hierarchy should extend from the existing and indicated arterials and connectors designed to carry people through the locality through to local streets servicing the residential population. The layout of the local street and open space network will need to be designed to provide a well-connected, fine grain pattern of residential streets designed as slow vehicle speed environments, wherever possible encouraging multiple uses of the street space.

Local streets will need to be connected such that they enable permeability throughout the Structure Plan area, connecting homes with places to work, shop and play. Where streets do not connect for vehicular access, pedestrian and cycle routes will need to be extended to maintain connectivity between streets. It will also be important to ensure locally significant views are maintained through careful location of streets, walking and cycling paths as well as public open space.



Draft Warkworth Structure Plan - Public transport and roading map

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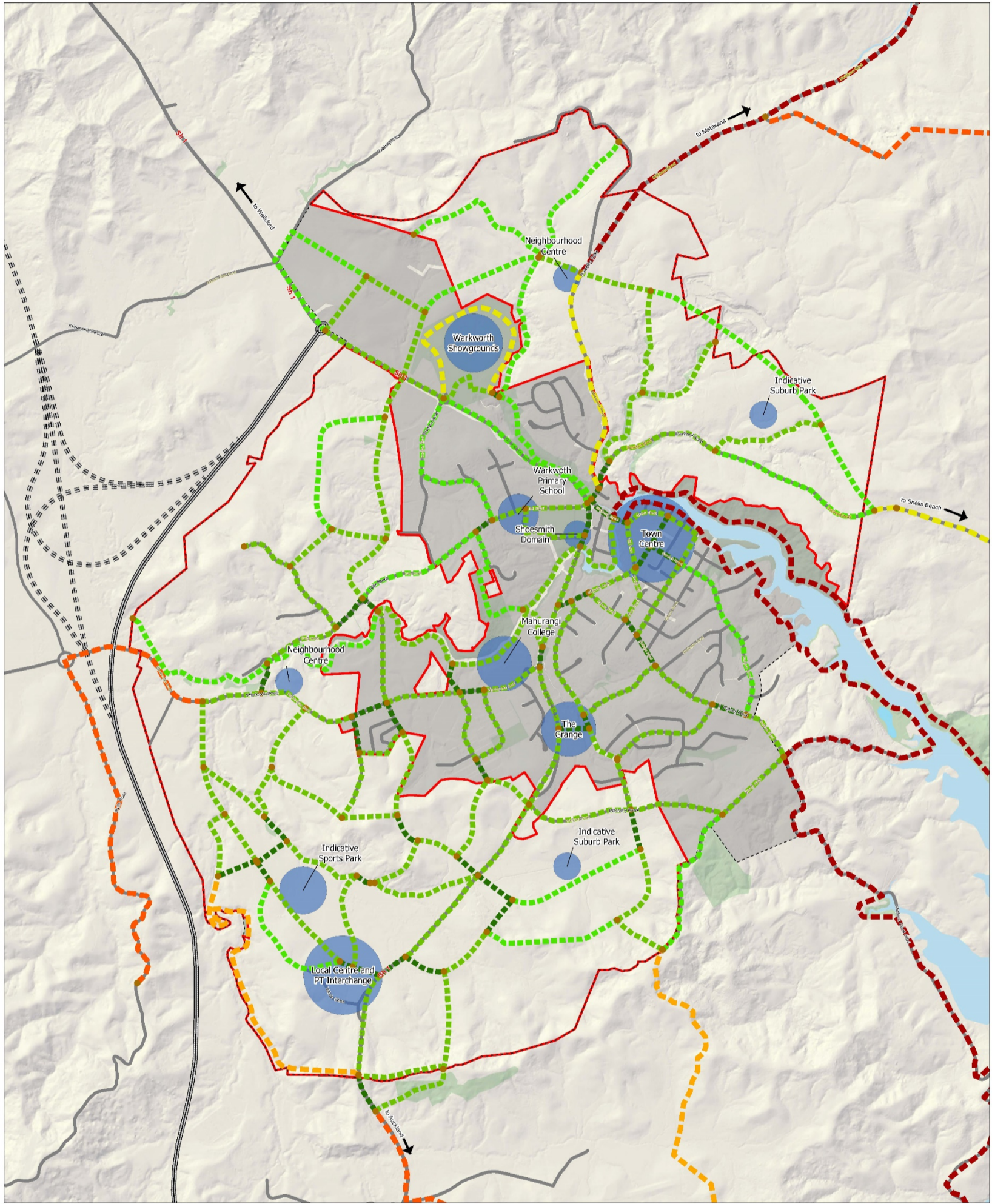
Date Printed: 14/02/2019

- Business case for long term improvements to the Hill Street intersection
- New Interchange - south facing ramps only
- Park and Ride
- Southern Centre Bus Interchange
- Town Centre Bus Station
- Roundabout
- Traffic Signals
- Ara Tūhono - Pūhoi to Warkworth (under construction)
- Ara Tūhono - Warkworth to Weisford Indicative Alignment
- Omaha Beach / Leigh Connector
- Snells Beach Connector
- High frequency route between Warkworth and Hibiscus Coast Station
- Wellsford Connector
- Warkworth Loop
- 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
- Rural Urban Boundary (RUB)
- Existing Urban areas
- Study Area



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

Figure 2 Draft Warkworth Structure Plan- Public Transport and Roading, 14 February 2019



**Draft Warkworth Structure Plan
Active Transport**

Scale @ A0
= 7,000

Date Printed:
14/02/2019

- Cycling Time (between each route intersection)
- < 1 min
 - 1 - 3 min
 - 3 - 5 min
 - 5 - 8 min
 - 8 - 10 min
 - 10 - 15 min
 - 15 - 23 min
- Area Tūhono - Warkworth to Waiwera Indicative Alignment
 - Area Tūhono - Pūhoi to Warkworth (under construction)
 - Rural Urban Boundary (RUB)
 - Existing Urban areas
 - Study Area



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

Figure 3 Draft Warkworth Structure Plan- Active Transport, 14 February 2019

3.0 Existing Character of Warkworth

3.1 Warkworth Town Centre

Warkworth town centre is situated on the Mahurangi River at the northern extent of the Mahurangi Harbour within the navigable limit of the tidal waterway. Navigation has influenced the historic location of the settlement both by Māori and European settlers. The town developed around the wharf on the river in the latter half of the 19th century. The river (Figure 4) remains one of the key assets of the town, adding to the natural character of the place and contributing to its identity.



Figure 4 Mahurangi River with its treed backdrop

The mooring of the Jane Gifford and other vessels together with the wooden esplanade walkway, grassed banks and children's playground, assist the town's integration with the river and are integral to the sense of place of Warkworth. The river and the northern escarpment are identified as an Outstanding Natural Landscape ('**ONL**') in the AUP.

Beyond the riverfront, Warkworth town centre and its immediately surrounding residential area (now zoned either Town Centre or Mixed Use in the AUP) exhibits a fine grain manifesting in relatively small boutique shops. The town centre contains a mix of building styles and eras of development, including some of historic interest. Few of the buildings are scheduled, only some modest early wooden shops and some grander early public buildings such as the Masonic and the Town Hall (see Figure 5).



*Figure 5 Warkworth Town Centre heritage buildings
Masonic Hall (above) and Town Hall (below)*



The AUP recognises and seeks to protect the character of Warkworth through the Warkworth 3 Precinct, which limits the scale of new buildings. The purpose of this precinct is *to protect the character of the older parts of the Warkworth town centre by requiring new development to be of a compatible scale.*

3.2 Existing Residential Areas

Warkworth has grown incrementally since the first colonial land purchases in the 1850s. While there are some early settlers' houses remaining, much of the residential development surrounding the town centre occurred in the latter half of the twentieth century and more recently in the first two decades of the twenty-first century.

Like the town centre, the surrounding residential areas contain a mix of building styles reflecting the period of development, including residential neighbourhoods constructed in the past decade. Dwellings in the residential areas are predominantly single storey, however, there are more recent developments within the town centre that are multi-storey and do not detract from the character of place. Single storey is not considered to be a defining characteristic of or vernacular unique to Warkworth. However, there may be areas where it is appropriate to limit residential development height to ensure retention of significant views or vistas.

There is no defining architectural style or definitive era of built development that lends Warkworth its sense of place. Instead the character of the town and outlying areas are bound to the landscape character. The unifying characteristics of existing low density residential development are the open front lawns and the lack of front boundary treatments (i.e. no fences, walls or hedges along the street boundaries). These reflect the openness and sense of community within Warkworth. Requiring new residential development, particularly within the Single House ('SH') zone to maintain open front boundaries, with low or no fences, may help to retain some of Warkworth's character as it develops.

3.3 Wider landscape influences and character

The primary industries of timber, boat building, farming and orcharding were early economic activities in Warkworth and continued well into the 20th century. The lime and cement industry was also an important contributor to Warkworth's development. Farms and boat builders remain prominent economic activities. These early industries have shaped the natural and physical environment surrounding Warkworth and are still visible in the land ownership patterns, shelter belts, industrial areas and historic built form.

Remnant stands of native vegetation contribute to Warkworth's character. These are dominated by totara and kahikatea, with some tracts of kauri. The mature native forest on the northern side of the river provides a backdrop to the town centre and defines the town basin. A stand of mature totara and kahikatea towards the Warkworth Showgrounds frames the north-western edge of the Structure Plan area. At the western edge of the study area, relating to branches of the river and stream corridors (Figure 6), there is a similar mix of kahikatea, totara and kauri surrounding the Falls to the north of Woodcocks Road. Preservation of the remnant stands of vegetation will not only create an ecological corridor but will also help to anchor new development within its surroundings. These native species could inform a planting palette for the Structure Plan area, particularly within protection areas and public open spaces.

Much of the rest of the Structure Plan area is characterised by open pastoral land, and rural-residential blocks (Figure 7). The rural landholdings are framed by shelter belts comprised largely of poplars and willow species. Of note, these enclose and define the main road corridors and contribute to the rural, bucolic character of the outlying area. Maintaining shelter belts will define neighbourhoods and contribute to retention of a sense of place in the Future Urban areas of Warkworth.



Figure 6 Falls Road



Figure 7 Pastoral land surrounding Warkworth (within the Structure Plan area)

4.0 Warkworth Neighbourhood Creation

Figure 8 below depicts the settlement, with the new neighbourhoods surrounding it. The neighbourhood boundaries are based on common elements/characteristics including natural features, contours and orientation. These are described in more detail in this section.

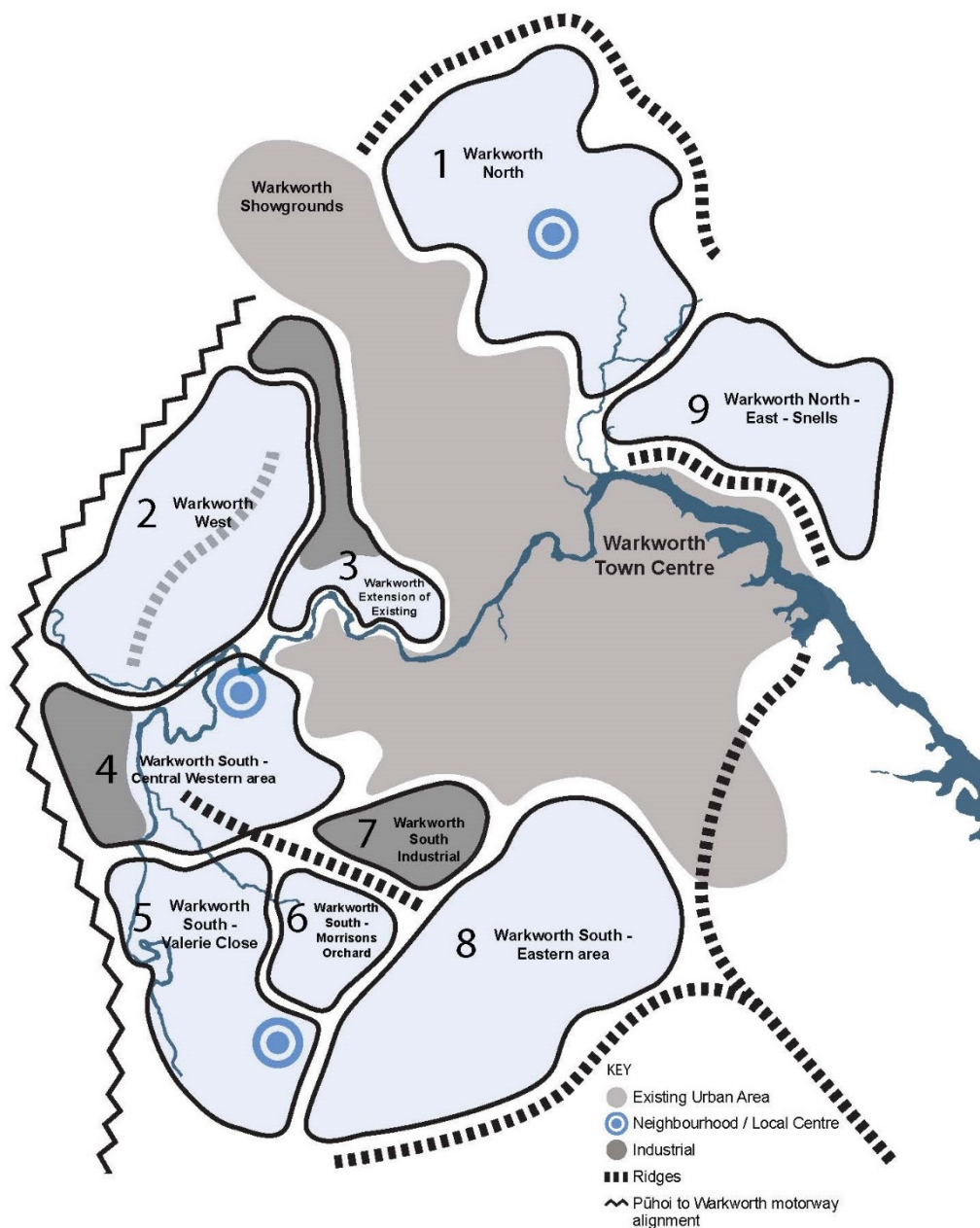


Figure 8: Neighbourhood diagram

4.1 Key elements for a precinct(s)

The Structure Plan offers opportunities to improve connectivity between existing developed areas as well as a co-ordinated approach to the provision of services and amenities. To ensure new development is sympathetic to the character of the existing settlement and the landscape context, it may be appropriate to establish one or more precincts or sub-precincts to address specific matters not already covered in the zone provisions.

Some key elements/controls that could be incorporated into a precinct(s) over the entirety of the Future Urban zone are set out below.

1. Additional criteria could be added for subdivision to retain shelter belts where these can be incorporated into planted buffers between different land uses or within new roads and streets
2. Additional criteria could be added for subdivision to protect significant stands of native vegetation and encourage further enhancement planting.
3. Additional criteria could be added for subdivision to protect natural values of, and public access to, watercourses and their corridors with enhancement planting of riparian margins to create continuous green corridors.
4. Additional criteria could be added for subdivision and residential development to preserve views and vistas, particularly in locations with identified high amenity such as those identified within the Landscape topic paper, in particular Areas 1, 2, 8 and 9.
5. Application of specific fencing standards in the low density residential zoned areas (SHZ), to maintain open front boundaries with no or low fences (up to 1.2m) and/or front boundary treatment.
6. Additional criteria could be included to manage the interface between industrial and residential areas (described in greater detail under the areas below).

The neighbourhoods depicted in Figure 8 are described in greater detail below. Location specific elements for precinct provisions are included, where applicable, under each of the neighbourhood headers, these are intended to be explored further as the Structure Plan progresses to Plan Change.

4.2 Area 1: Warkworth North

4.2.1 Description of existing context

Warkworth North is the land on the north-western side of the existing Warkworth town centre, principally located around Matakana Road, heading north from Warkworth. The area is visually and physically separated from Warkworth town centre. As such it feels quite distinct in character and outlook to the existing settlement.

There is currently poor accessibility as connections are reliant on the heavily trafficked Hill Street intersection. A separate project to the Structure Plan is currently looking into long term redesign options for the intersection. Notwithstanding this, the development of the Matakana Link Road will connect Warkworth North with SH1 to the northwest of Warkworth, and to the new motorway interchange to the west. The slopes on the western side of Matakana Road look towards the showgrounds and, as yet undeveloped, industrial zoned land in that vicinity.

The landform slopes approximately 80m from the ridgeline to the south towards fingers of vegetated gullies. Along the ridgeline are commanding views over existing rural and residential land on the western side of Warkworth. Pockets of native vegetation (some protected) mark the northern edges of this area. Of note is the small stand at the northern most point of Clayden Road. This area of native forest is described within the landscape topic paper as being quite exceptional both in terms of its mix of species and its location at the upper terminus of the valley catchment immediately to the west of Matakana Road.

There are a few existing small businesses that have clustered along Matakana Road, both to the north and south of Clayden Road, but otherwise the area is currently rural in character.

4.2.2 Identification of elements for precinct provisions

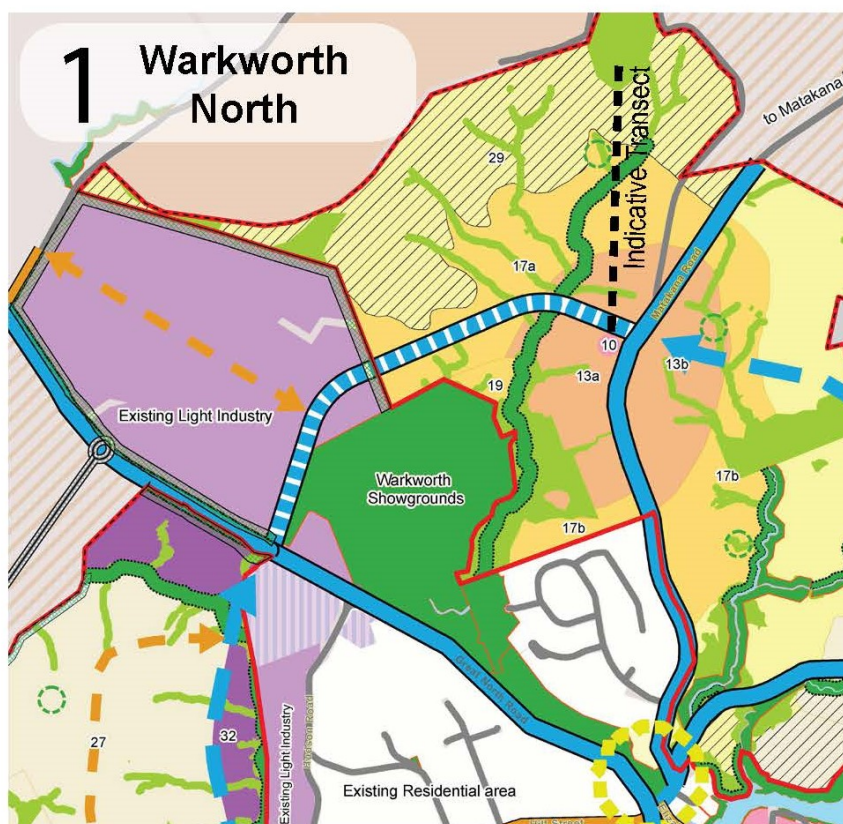


Figure 9 Area 1 Warkworth North

Warkworth North offers an opportunity for the urban transect form of development, depicted in Figure 10 overleaf. This extends from predominantly two-three storey relatively dense development of the Mixed Housing Urban zone located around Matakana Road and the neighbourhood centre (to the south of the proposed Matakana Link Road), through to single and two-storey attached and detached suburban residential development typical of the Mixed Housing Suburban zone.

Beyond the more suburban form of residential development is the Large Lot zone with its rural residential characteristics of detached homes set within spacious sites located below the ridgelines within a native forested backdrop and the potential for additional native replanting as identified above. This provides a transition area between the more intensive residential development and the rural land beyond (comprising Countryside Living and Mixed Rural zones), buffered by the stands of native vegetation (depicted in light green in Figure 9).

The existing pockets of native vegetation (depicted in light green in Figure 9) will mark a clear edge to the growth area, as will the location of the Rural Urban Boundary (RUB) along a distinctive ridgeline, separating urban from the rural land beyond. These provide both a key point of focus and potential points of connection with the totara /

kahikatea forest following the stream corridor that extends northwards from the showgrounds.

Policy E38.3(14) in the AUP encourages the design of subdivision to incorporate and enhance land forms, natural features and indigenous trees and vegetation. However, in order to tailor the Structure Plan and subsequent plan changes to the specific features, some key elements for precinct provisions include:

1. Identification of existing pockets of native bush for protection through subdivision.
2. Additional criteria could be added for subdivision to identify areas for native revegetation to further enhance this forested north-western edge of the Structure Plan area.
3. To further retain this sense of a vegetated edge, particularly when viewed from the north and east, additional criteria could be added for subdivision or additional rules requiring a resource consent for new buildings requiring dwellings to be located below the ridge, nestled into the hillside and surrounded by native vegetation.
4. Additional criteria could be added for subdivision or additional rules requiring a resource consent for new buildings within Large Lots requiring building materials and colours to complement the rural and natural character in terms of texture and colour, with low reflectivity levels (up to 40% for exterior walls and up to 25% for roofs)

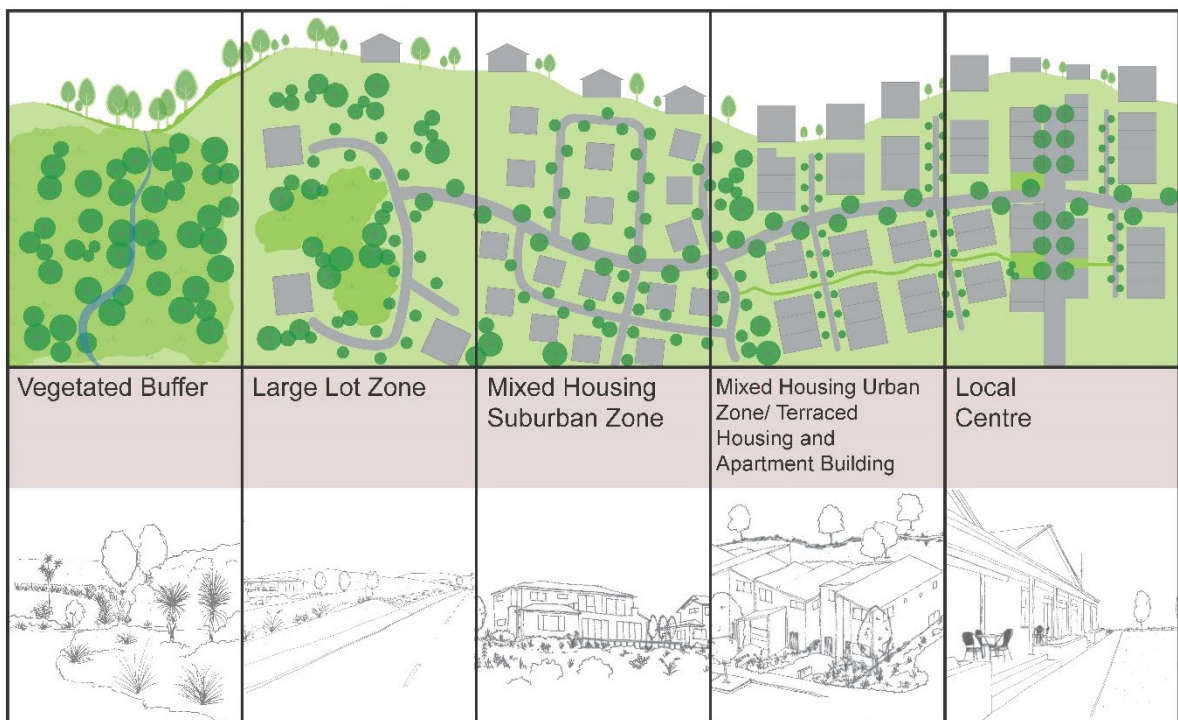


Figure 10 Example of Urban Transect for Warkworth North

4.3 Area 2: Warkworth West

4.3.1 Description of existing context

Warkworth West is the area to the west of the existing Warkworth residential extent bounded by the proposed SH1 motorway to the west and extending south towards Woodcocks Road. The land is primarily comprised of steep, hilly, vegetated terrain punctuated by vegetated gullies, particularly to the south of Viv Davie Martin Drive.

The ridgeline that Viv Davie Martin Drive climbs up to, defines the centre of this neighbourhood and determines that views and orientation on one side are located towards the east and south-east, while the other slopes towards the north west. Some areas of flatter land are located in the valley adjoining the river and in proximity to Falls Road. A number of dwellings on rural-residential lots are located around the existing road network, including Viv Davie Martin Drive and Francis Place.

4.3.2 Identification of elements for precinct provisions

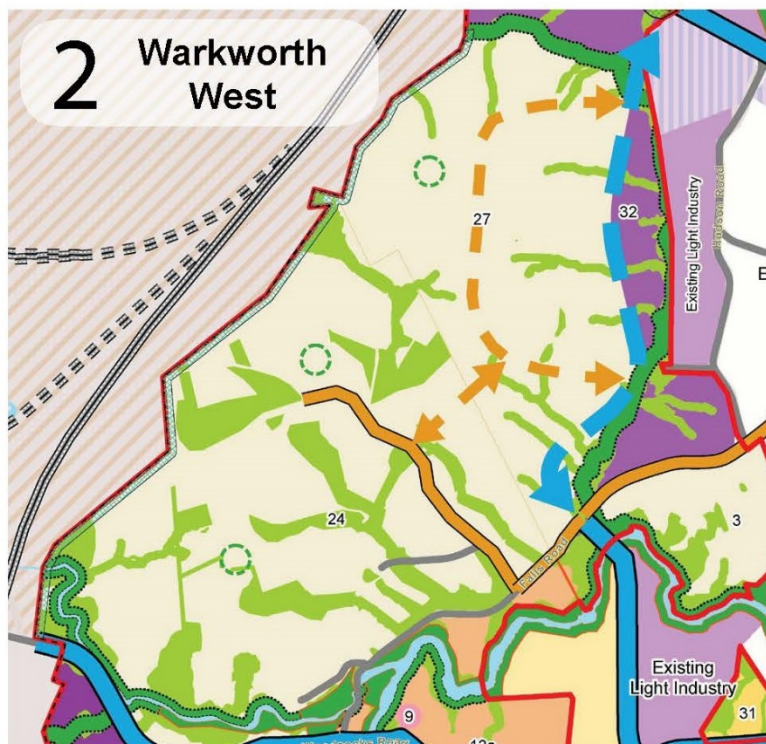


Figure 11 Area 2 Warkworth West

Warkworth West is one of the more constrained neighbourhoods within the wider Structure Plan area in terms of its development potential. There are existing pockets of native bush lining the gullies and the stream, which could be augmented. A planted buffer is proposed adjoining Ara Tūhono to the west. This will provide a visual envelope for the north west facing slopes within the Warkworth West area.

While there is opportunity for some infill to single house level, within the area surrounding Viv Davie Martin Drive and Francis Place (the two existing streets bisecting the area), this is somewhat limited by topography, existing geotechnical constraints, access and vegetation. Due to the topography, new streets and dwellings will be required to traverse relatively steep terrain.

1. Policy E38.3(3) requires subdivision design to respond to the natural landscapes by: (b) locating and designing roads, access and infrastructure in a manner which minimises earthworks; and (c) locating roads and development to follow land contours. This could be augmented by the illustration and guidance for accommodating slope as pictured in Figure 12 included within a precinct plan.

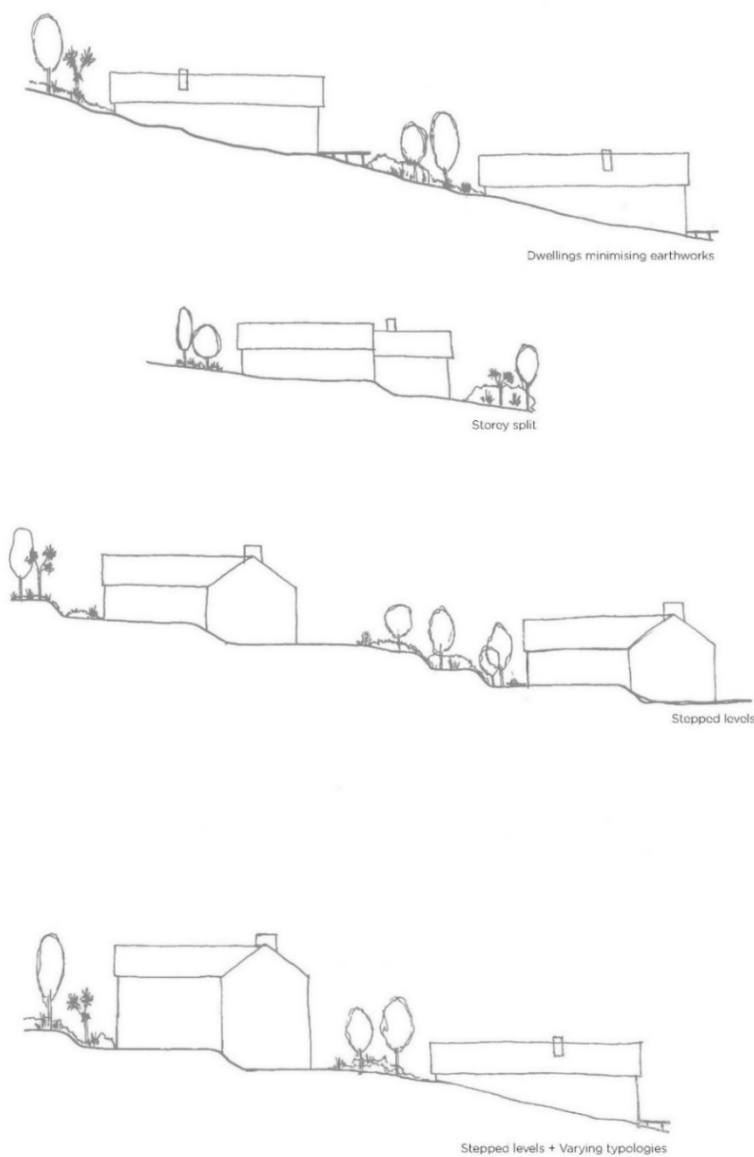


Figure 12: Methods for accommodating slope and minimising earthworks

2. Additional criteria could be added for subdivision to identify and require a greater area to be revegetated in native bush in the gullies and along stream margins as a buffer to development, to improve the water quality, to provide protection for and linkage to the headwaters of the catchment, and to connect to the vegetated hills to the west of this area providing an ecological corridor.

4.4 Area 3: Extension to existing zoned lands

4.4.1 Description of existing context

Proposed residential and business land uses in the Structure Plan are informed by the landform and natural features as well as the existing land uses. Some expansion of the existing suburban residential on southern side of the Falls Road, zoned Single House, is proposed. This extends through to the falls and the natural ford crossing the river. The river and stream environment and existing areas of vegetation lend this area its character.

On the flatter parts of Warkworth West some additions to existing industrially zoned land are also proposed. These include the relatively flat land at the northern extent of the western area, abutting SH1 and an extension to the Hudson Road light industrial area bounded by Falls Road (running roughly along the ridge) to the south and the proposed link road to the west. The link road, a possible arterial of around 30m, separates the proposed industrial land from the residential land to the west and Falls Road separates it from the residential land to the south.

4.4.2 Identification of elements for precinct provisions

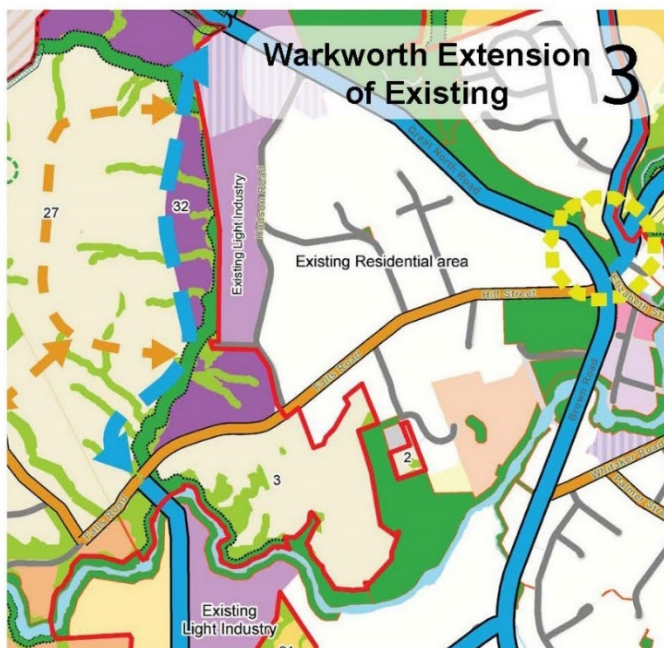


Figure 13 Area 3 Extension of Existing

As identified in 4.1, the interface between the residential and industrial areas will require specific, detailed provisions. The main considerations will be protecting both residential and streetscape amenity and managing potential reverse sensitivity issues for the light industry.

The following elements are recommended for the industrial areas within Warkworth West.

1. In addition to the yard standards (H17.6.4), a new standard could be added requiring a planted buffer strip (not high, solid boundary treatments) of 2-5m depth on street frontages facing or adjoining residential areas. This would help soften industrial buildings and/or large areas of car parking when viewed from the residential areas.
2. Specific standards requiring all new industrial development fronting these roads to be RD activities.
3. Additional criteria related to the RD activity status above to ensure a high standard of amenity, commensurate with the residential environment they are facing. Criteria may include:
 - a. limiting car parking between the building and the street;
 - b. a variation in height controls requiring lower buildings with a finer grain fronting the street edge, and taller bulkier buildings behind; and
 - c. orientating industrial units to present a gable end towards residential land uses.

4.5 Area 4: Warkworth South - central western area

4.5.1 Description of existing context

Warkworth South is bordered by the new motorway alignment to the west and has a potential interchange linking to the indicative Wider Western Connector that connects Woodcocks Road to the existing SH1 just to the north of Valerie Close. Woodcocks Road runs east-west between the existing SH1 and the proposed motorway. The land to the north of Woodcocks Road, south of the river, is relatively flat, particularly within the vicinity of the watercourse. To the south of Woodcocks Road, the land is elevated and rises to a north-facing ridge over-looking the stream valley.

The existing land uses are mixed, comprising Mahurangi College at the eastern edge of Woodcocks Road adjoining SH1, a large area of industrially zoned land to both the north and south of Woodcocks Road, and pockets of recently developed medium density residential land, including a retirement village at the western extent of the existing zoned land. A consented but as yet undeveloped bulk retail centre is located next to the Mitre 10 on Woodcocks Road.

The southern edge of this neighbourhood is defined by a ridgeline, which drops steeply to the south down to a stream. The ridgeline creates a strong visual separation between Areas 4 and 5.

4.5.2 Identification of elements for precinct provisions

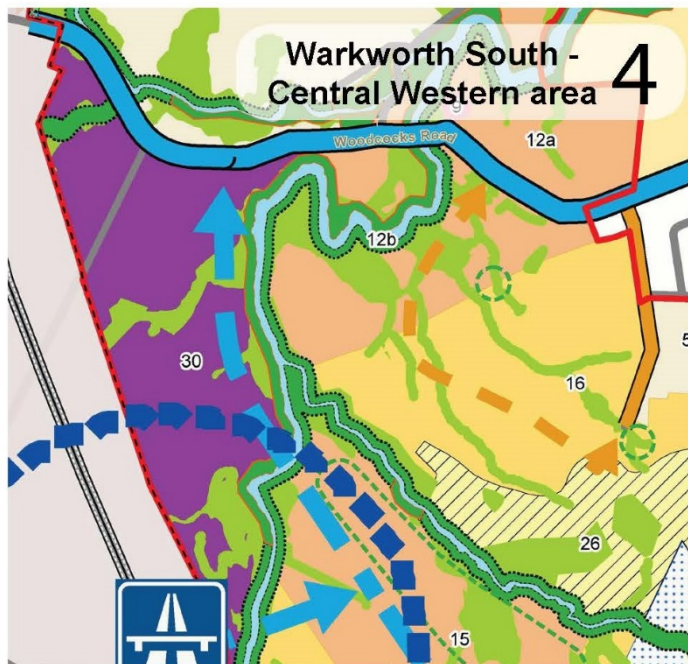


Figure 14 Area 4 Warkworth South – central western area

A large area of MHU zone is proposed for the flatter ground to the north and south of Woodcocks Road, immediately to the west of the Structure Plan boundary. One of the neighbourhood centres is also proposed for this area, in proximity to the stream. As the movement network is developed, safe and regular crossing points will need to be provided over Woodcocks Road to facilitate pedestrian movement between the residential areas and the neighbourhood centre.

Due to its topography and proximity to existing and proposed amenities and services, this is an appropriate location for MHU as envisaged within the AUP, without a requirement for specific provisions. MoE are investigating potential school sites with a view to possibly locating a new school in or around this neighbourhood. The level of residential intensity anticipated by MHU combined with a neighbourhood centre and a possible school site, will support viability of the proposed passenger transport as depicted in Figure 2.

Beyond this area, on the gently sloped land to the south of the road and watercourse, a large area of MHS zoned land is proposed. This is an appropriate location for MHS, without a requirement for specific provisions, as it provides a transition between the higher intensity MHU and lower density residential development towards the top of the ridgeline.

A large area of light industry is proposed at the western extent, in response to its proximity to the motorway. This is separated from the residential areas by a link road and the stream corridor. However, this location could result in increased east-west heavy vehicle movements along Woodcocks Road.

The following elements are recommended for the industrial areas within Warkworth West.

1. Specific standards requiring all new industrial development fronting Woodcocks Road to be RD activities.
2. Additional assessment criteria not only for hours of operation, but also for number and type of vehicle movements using Woodcocks Road.
3. In addition to the yard standards (H17.6.4), a new standard could be added requiring a planted buffer strip (not high, solid boundary treatments) of 2-5m depth on street frontages facing or adjoining residential areas. This would help soften industrial buildings and/or large areas of car parking when viewed from the residential areas.

4.6 Area 5: Warkworth South - Valerie Close

4.6.1 Description of existing context

Over the ridgeline to the south of Area 4, on the western side of the existing SH1, are the mostly flat lands of the valley floor, that continue west towards the proposed motorway. These rise toward the south-west, to the north-facing slopes of the former Ransom Wines at the western extent of Valerie Close, with good views over the valley and vegetated stream corridor and bushed escarpment.

4.6.2 Identification of elements for precinct provisions

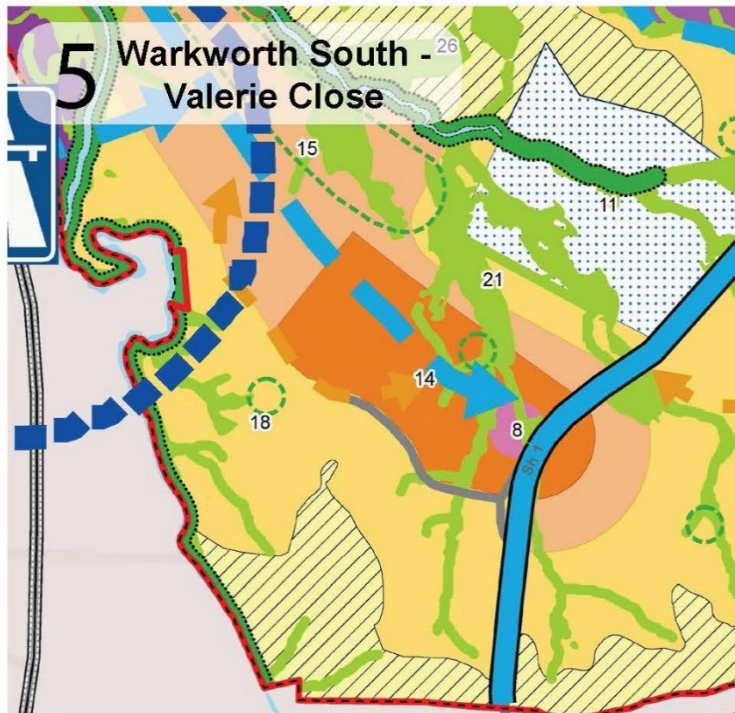


Figure 15 Area 5 Warkworth South – Valerie Close

The north-facing slopes above the valley floor, with mid-range views over the valley to the ridgeline to the north, lends itself well to more intensive forms of residential development. A local centre is identified near SH1 and Valerie Close.

An area of THAB is proposed supporting an array of housing typologies of around four storeys, including potential for ground floor cafes, restaurants and dairies around the local centre. The proposed THAB zone extends across to the eastern side of SH1 into Area 8. In the longer term SH1 will be downgraded, facilitating improved east-west connections, multi-modal movement and a higher place value commensurate with a local centre, as depicted in Figure 16 overleaf.

MoE are investigating possible school sites with a view to potentially locating a new school in or around this neighbourhood. Locating a possible school and/or a sports park adjacent to Morrisons orchard (in Area 6 to the north), on the flatter land immediately to the south or west of the orchard, would be optimal, bearing in mind that there may be some sensitivities with residential development adjacent to sports fields and lighting. This location would retain a greater sense of open space, bucolic character and the early rural economy near the southern edge of Warkworth.

The combination of the local centre, an indicative sports park, a possible school and higher density residential would support passenger transport in this locality, as depicted in the location of the southern bus interchange.

At the northern extent of Area 5, some limited Large Lot zone is proposed on a knoll feature, demarcated for further landscape protection controls. This allows some limited development whilst acknowledging the constraints of the topography, protected bush areas and landscape qualities.

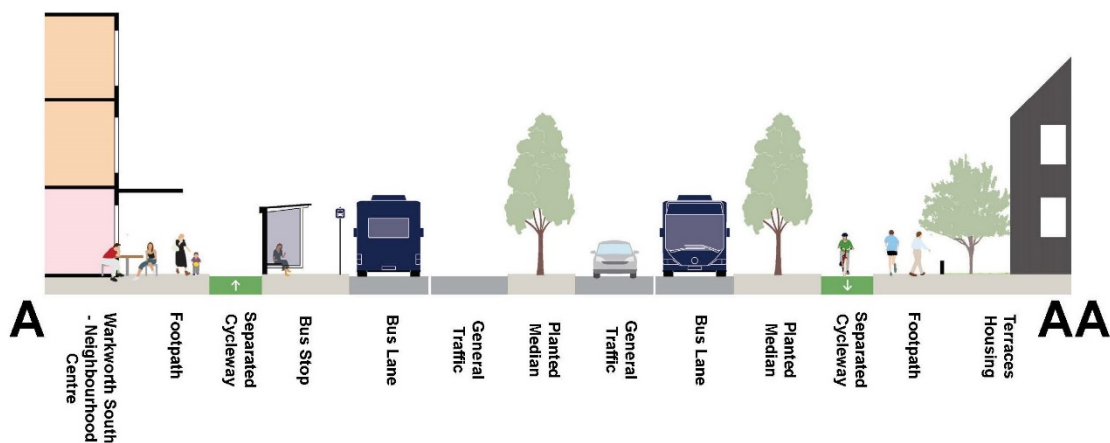


Figure 16 Downgraded SH1 cross section depicting the relationship between the western and eastern areas.

1. Additional criteria could be added to the Large Lot zone for subdivision or additional rules requiring a resource consent for new buildings requiring dwellings to be located below the ridge, nestled into the hillside and surrounded by native vegetation.
2. A new standard could be created requiring a resource consent for new buildings within proximity of open space (active recreation) to enable the application of criteria to ensure adequate mitigation of light spill and noise is factored into new residential development.

No specific precinct controls are recommended for the remainder of Area 5 as the proposed combination of land use zones anticipates a high quality of built form.

4.7 Area 6: Warkworth South - Morrisons Orchard and surrounds

4.7.1 Description of existing context

As stated elsewhere, Morrisons Orchard is a distinctive feature on the approach into Warkworth from the south. It is located on flat land punctuated by streams and separated from the existing settlement by a large knoll (upon which some of the Large Lot in Area 5 is proposed to be located). The southern area within which the orchard is situated is visually and physically quite separate from the existing Warkworth Town Centre, due both to its distance and the hilly terrain that obscures views of Warkworth from the south.

The orchard has a strong, planted shelter belt surrounding it, particularly along its southern and western edges. This has the potential to provide a buffer between the orchard and any proposed activity to the west or south.

4.7.2 Identification of elements for precinct provisions

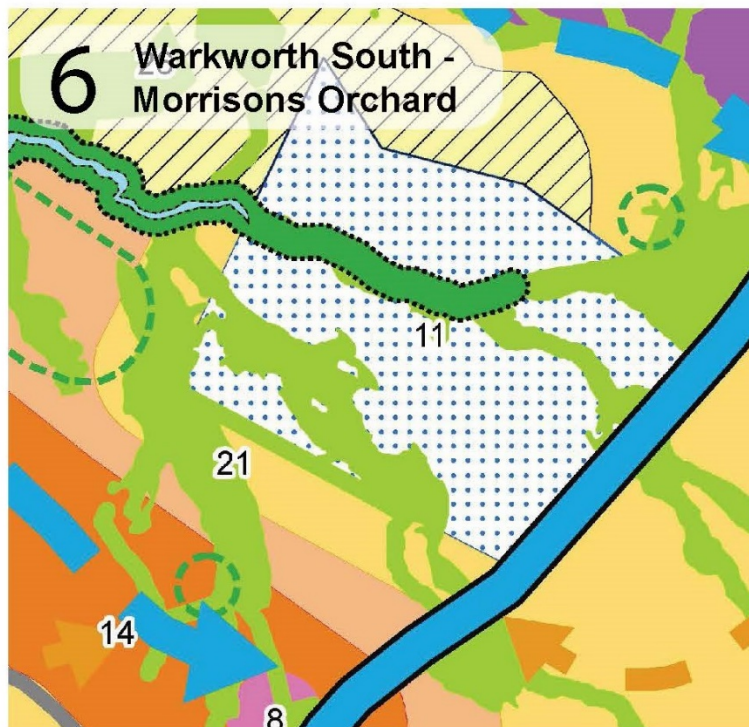


Figure 17 Area 6 Warkworth South Morrisons Orchard

It is important for the ongoing viability of the orchard, that the extent of the orchard is sleeved with lower density residential. Retention of the shelter belts will also help to preserve the sense of rural character the orchard conveys. The combination of Mixed Housing Suburban and Large Lot zones proposed around the extent of the orchard,

combined with the existing shelter belts, will enable primarily detached residential development of up to two storeys that can be well screened from the horticulture activities, with opportunity for additional planting between.

Precinct controls could include:

1. A provision could be added to identify and retain (in as much as practicable) the shelter belts on the southern and western edges of the orchard.
2. A potential indicative road could be included to separate the orchard from other uses to the south.

4.8 Area 7: Warkworth south central industrial

4.8.1 Description of existing context

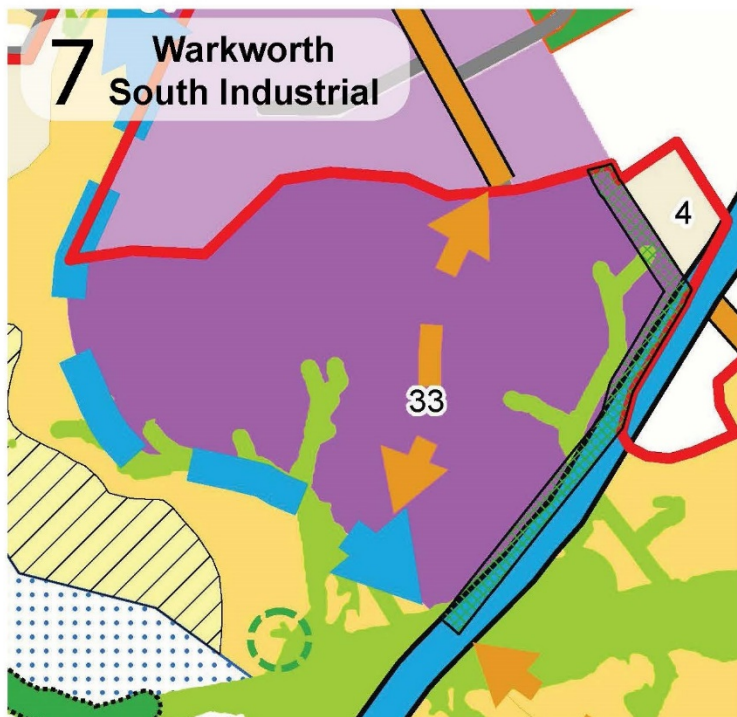


Figure 18 Area 7 Warkworth South Industrial

Area 7 is currently rural land at the southern extent of existing Light Industry zoned land. It is on gently sloped land that runs from the ridge at the edge of the existing settlement south. The slopes are generally south facing and characterised by open pasture.

4.8.2 Identification of elements for precinct provisions

An industrial land extension is proposed for this area to the southern extent of the existing area of industry on the land towards the ridge, around Morrison Drive. This is physically separated from proposed residential areas via existing and proposed arterial roads. However, due to its aspect and topography, it will be highly visible from the north-facing MHS zoned land in the south-eastern area.

Like other industrial areas within the Warkworth Structure Plan, this would benefit from specific precinct controls to protect both residential and streetscape amenity and manage potential reverse sensitivity issues for the proposed light industry.

Precinct controls could include:

1. In addition to the yard standards (H17.6.4), a new standard could be added requiring a planted buffer strip (not high, solid boundary treatments) of 2-5m depth on the arterial roads and street frontages facing or adjoining residential areas. This would help soften industrial buildings and/or large areas of car parking when viewed from the residential areas and contribute to an attractive and human scale streetscape.

4.9 Area 8: Warkworth South - eastern area

4.9.1 Description of existing context

The land to the south east of the existing SH1 is more contoured, demarcated by the ridgeline and steep terrain of Thompson Road running along the south-eastern edge of the Structure Plan area through to Avice Miller reserve just beyond the southern edge of the Structure Plan study area.

From the ridge the land slopes north-west down towards the existing SH1, punctuated by vegetated valleys with typical rural shelter belts largely comprised of Poplars. The developable land is naturally contained by the ridge and the ONL forest beyond.

4.9.2 Identification of elements for precinct provisions

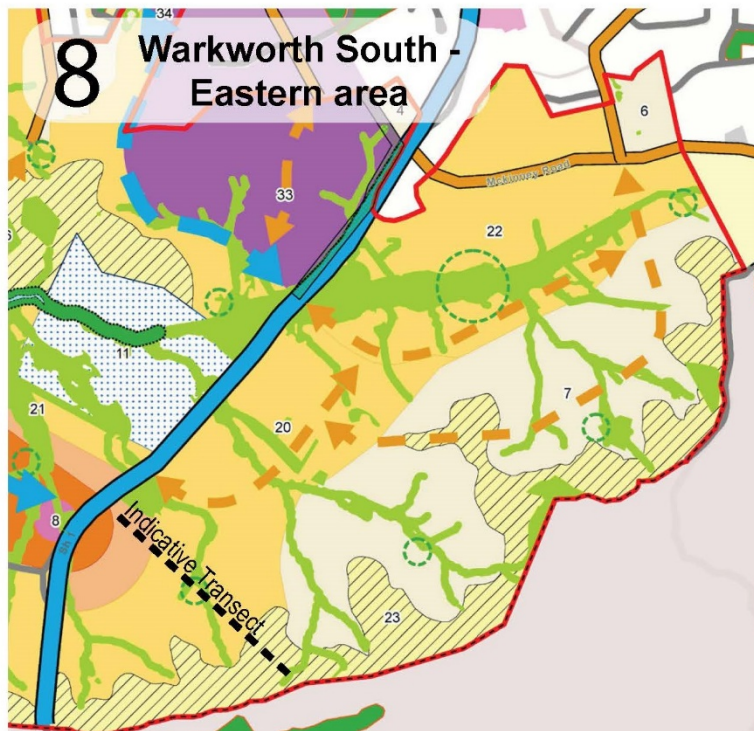


Figure 19 Area 8 Warkworth South-East

Retention of the shelter belts will preserve an impression of rural character and help to anchor new development.

Similar to other ridgelines within the Structure Plan area, the steepness of the terrain near the ridge limits the form and intensity of residential development. It does provide for low intensity, detached, single – two storey housing, enhanced by the good solar aspect, the north-facing slopes provide. Importantly buildings and structures should not visually encroach on Satellite Station Road to the south.

Similar to Warkworth North, this neighbourhood provides for the full urban transect from ridgeline protection to medium-high intensity adjoining the main road. The slopes can accommodate low-medium intensity, while higher densities of development can be achieved around the flatter land adjoining the road corridors and within close proximity to the local centre.

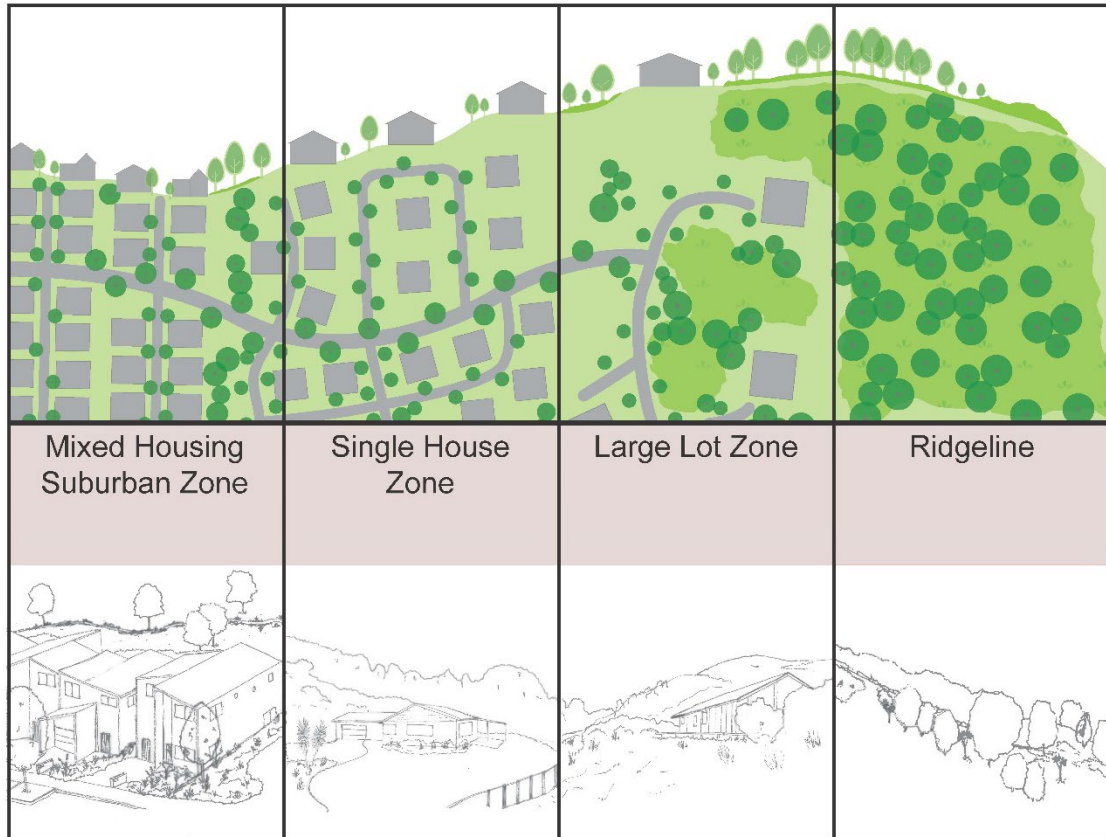


Figure 20 Urban Transect for Warkworth South – eastern area

As described in 4.6.2 above and depicted in Figure 16, achieving good quality connections across the existing SH1 will be important to facilitate a positive relationship between the higher density development on both sites and the local centre and enabling strong accessibility. Connections through this land will be integral to enabling development, particularly the south-eastern slopes.

Precinct controls could include:

1. Additional criteria for subdivision to ensure shelter belts are retained (in as much as practicable) and incorporated into local reserves or the street network.
2. Additional criteria for subdivision to require future residential development to remain below the crest of the ridge in order to protect the ridgeline and contain development.

4.10 Area 9: Warkworth North East - Snells

4.10.1 Description of existing context

Warkworth North East - Snells, which includes the approach to Sandspit/ Snells Beach, has an intensely rural feel. It is likely to be developed in the longer term and will therefore retain its rural character for longer.

This area is visually physically separated from Warkworth by the Mahurangi River and its treed backdrop. Similar to the northern area, this has accessibility issues as connections are reliant on the heavily trafficked Hill Street intersection, with Sandspit Road providing the primary access to this area. It currently supports rural-residential style development at the western end with larger rural blocks towards the eastern end.

Due to the distinct physical and visual separation from Warkworth, it is supported that this area be one of the later stages for development.

4.10.2 Identification of elements for precinct provisions

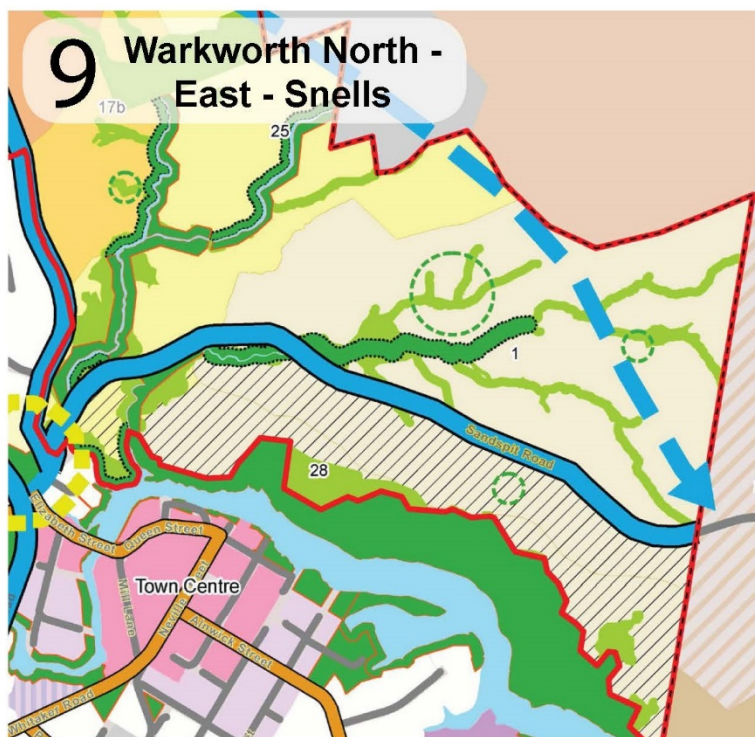


Figure 21 Area 9 Warkworth North East - Snells

The Structure Plan identifies the vegetated buffer for protection and an area for further landscape protection controls. This is important to ensure that future development, particularly on the southern side of Sandspit Road, does not encroach on the Mahurangi River escarpment and native bush, nor be visible from the Town Basin.

The Single House zone is proposed in Warkworth North East- Snells, acknowledging the landscape constraints. This zone will enable low intensity residential development with lots in excess of 600m² and dwellings not exceeding two storeys (8m) in height. Provided a vegetated buffer and no build area is identified and enforced, dwellings of up to two storeys should be appropriate.

Precinct controls could include:

1. Additional controls for subdivision of land and siting of buildings, depicting a defined 'no build area' to protect the visual amenity of the treed backdrop of Warkworth town centre.
2. Additional criteria for subdivision or a new standard to protect the backdrop of the town centre and Mahurangi River basin from inappropriate subdivision and development through inclusion of the vegetated buffer, additional native planting and the landscape protection controls, which should require buildings to be set back from the identified extent of the vegetated buffer.
3. Additional rules requiring a consent for any new buildings on the southern side of Sandspit Road.

5.0 Built Form

As stated elsewhere, the intent of this Neighbourhood Design Statement is to support the Structure Plan and provide additional possible additional precinct controls for consideration in the preparation of a Plan Change(s) including standards and assessment criteria.

This section provides some examples of possible appropriate built form and sets out some guidance for the relationship of built form to street edge and open space, to ensure a strong built presence along street frontages and overlooking open space. However, it is not a design guide and should be read in conjunction with the Auckland Design Manual.

As Plan Changes are prepared, it may also be appropriate to prepare specific design guidance for Warkworth's expansion areas, in particular streetscape/street edge guidance and guidance for building within landscape protection areas.

5.1 Building typologies

Images of medium-high intensity housing, large lot housing in marginal locations and neighbourhood/local centre typologies that could be appropriate for the context and landform are provided on the following pages.

5.1.1 Medium Intensity Housing (MHS and MHU)



Built typologies in medium intensity areas is likely to include two to three storeys, intensive attached housing (depending on whether MHS or MHU). The above images are recent residential developments in Anselmi Ridge and Hobsonville Point. The buildings all have gable ends to open space/ street network creating a strong built presence and affording good passive surveillance. Architectural style and materials are contemporary, while drawing references to the local environment.

5.1.2 Small scale apartments



A relatively small area of THAB zoned land is provided around the southern local centre. This will provide some capacity for apartments. The THAB zone anticipates apartments of 5-7 storeys. However, apartments should be scaled to the context and it may be that around 4-5 storeys in height is more appropriate.

Additional criteria for apartments in this location may need to be developed with a Plan Change to ensure a scale and materiality appropriate to the locality.

5.1.3 Large Lot



Large lot residential is identified on ridgelines and marginal areas as is the purpose of the zone. In such locations it will be important to work with the landform and natural features in order to construct dwellings that maintain the identified qualities and sit comfortably within their landscape.

5.1.4 Neighbourhood centres



The Neighbourhood Centre zone is applied in two locations within the Structure Plan area – Area 1 and Area 4. All new development within this zone is Restricted Discretionary and assessment criteria ensure that it is designed to a high standard which enhances the quality of streets within the area and public open spaces. The form and scale of a building that could be envisaged within the neighbourhood centres could be standalone or small groups of shops of 2-3 storeys (images from Grey Lynn, Kingsland and Beachlands centres).

5.1.5 Local Centre



The Local Centre zone is applied only within Area 5. As per the Neighbourhood Centre zone, all new development is Restricted Discretionary and assessment criteria ensure that it is designed to a high standard which enhances the quality of streets within the area and public open spaces. This zone allows for taller development. This would

further support the appropriateness of apartments of 4-5 storeys in the THAB zoned area, complementary to the heights anticipated in the Local Centre zone. The images above, from Hobsonville, give an indication of the scale and form (if not materiality), that might be appropriate in the local centre.

5.2 Relationship to streets and open space

Open space and new schools are of importance in the successful delivery of the anticipated growth for Warkworth and will provide much needed amenity for the new residential population. Higher densities of development should be encouraged surrounding public open space and schools.

In many instances dwellings will front a street adjacent to open space or overlook open space. Buildings should relate to streets, parks and public open spaces.

1. Additional criteria could be added for subdivision or additional rules requiring resource consent for new buildings or detailed design guidelines created to ensure that buildings are of a scale and detail that contributes to a streetscape of pedestrian scale.

Where private open space of a dwelling overlooks public open space, it should be at a higher elevation to overlook the open space and protect the privacy of the residents. In these instances, the architectural treatment of the rear elevations should maintain the same quality as front elevations as per Figure 22 below.

2. Additional criteria could be added for subdivision or additional rules requiring a resource consent for new buildings or detailed design guidelines created requiring overlooking of public open space and the same quality of architectural treatment of rear elevations.



Figure 22 Private open space abutting public open space – elevated for overlooking and privacy. Attention to architectural quality of rear elevations (image from Anselmi Ridge)

As discussed elsewhere in this report, due to the undulating topography, many of the connecting streets and dwellings within the wider Structure Plan area will be required to traverse relatively steep terrain. Urban subdivision policies in E38 of the AUP already require that orientation of streets and lots should aim to minimise earthworks whilst enabling individual lots to take advantage of views and solar gain, particularly on the north-facing slopes.

3. Additional criteria could be added for subdivision requiring new sites, wherever possible, to traverse sloping topography with stepped horizontal components (such as 1¹/₂ levels or a driveway on a different level to the dwelling entry) as depicted in Figure 23.

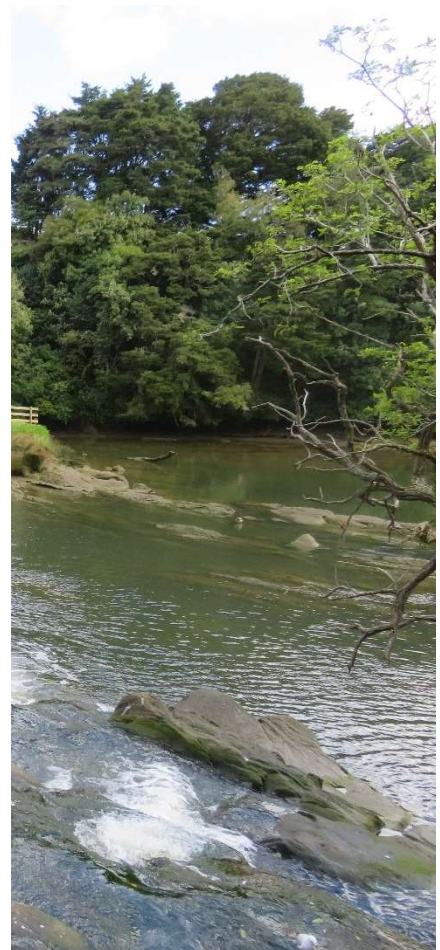


Figure 23: Example of how to address slopes through stepped horizontal components. Note the important contribution of street trees, although it would be better if the trees provided shade to the footpath not the car parks. (image from Anselmi Ridge)

Warkworth Structure Plan

Neighbourhood Design Statement - Addendum

Prepared for Auckland Council
13 November 2019



Use and Reliance

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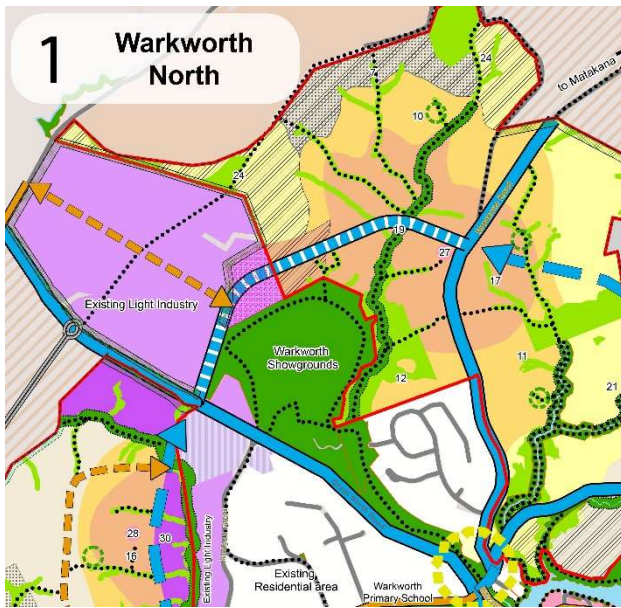


Introduction

This report is prepared as an addendum to the Neighbourhood Design Statement dated 18 February 2019. It reflects updates to the Warkworth Structure Plan, following consultation on the draft in February and March 2019, and should be read in conjunction with the full Neighbourhood Design Statement document. The structure of this addendum is based on the neighbourhoods, or areas, identified in section 4 of the Neighbourhood Design Statement and set out in the image below. The changes to the neighbourhoods, depicted in Figure 1, following release of the final Warkworth Structure Plan, are described in greater detail on the following pages.



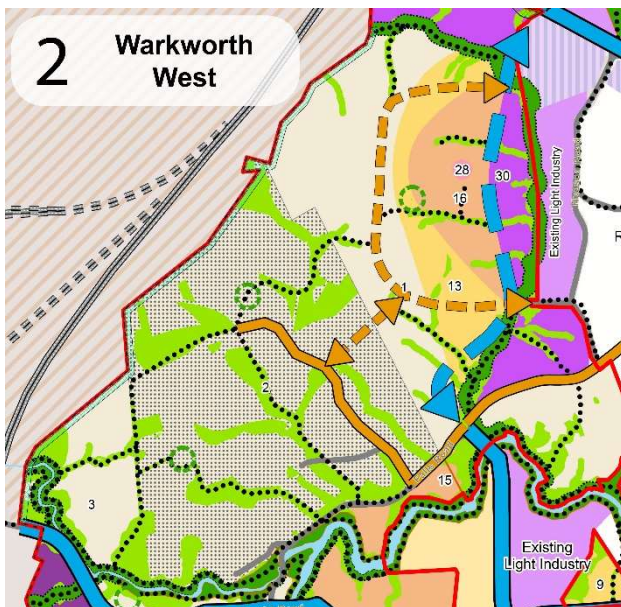
Area 1: Warkworth North



Changes to Warkworth North include a reduced area of Large Lot along the ridgeline, framed by an area of Single House (SH) zone, identified as having potential for an increased minimum lot size. The extent of Mixed Housing Urban zone (MHU) has been enlarged to recognise the potential for increased intensity the Matakana Link Road affords. It is noted that a landscape protection control has been placed over part of the MHU, in the immediate vicinity of the Warkworth Showgrounds, to enable protection of views. A transition area of Mixed Housing Suburban is provided between the higher intensity of the MHU and the more sensitive SH / Large lot. Overall Warkworth North continues to offer the opportunity for the

urban transect form of development described and depicted in the Neighbourhood Design Statement, however more graduated and fine-grained. Importantly this will enable a variety of lot sizes and increased choice in housing typology along key transport routes and within close proximity to the existing Warkworth town centre.

Area 2: Warkworth West



Warkworth West was originally identified as one of the more constrained neighbourhoods within the wider Structure Plan area due to its topography, pockets of vegetation and geotechnical constraints. The land is currently divided by the countryside living lots around Viv Davie-Martin Drive and the relatively large area of farmland to the north of this. The future Western Link Road will bisect part of the area towards its eastern edge.

Upon further consideration, the Structure Plan now includes a neighbourhood centre in this location, providing a focal point for existing and future residents and a range of residential zones from MHU to SH to enable greater density and flexibility in housing typology and lot size. MHU and MHS offer not only greater

lot size and corresponding housing choice than the SH zone, but also greater design flexibility to work with the constraints to produce more favourable outcomes for the topography than the blanket 600m² of the SH zone might generate.

The area around Viv Davie Martin Drive currently supports large lifestyle lots, reflecting the legacy countryside living zone formerly applied to this land. While there is opportunity for some infill

development, given the current lot layout, fragmented land ownership and topography, it may be difficult to achieve the minimum lot size envisaged by the SH zone.

The Structure Plan has added a layer identifying this as an area for potential increase to minimum site size. However, it may be appropriate to review this at a future stage as another, more flexible, outcome may be more appropriate for this land.

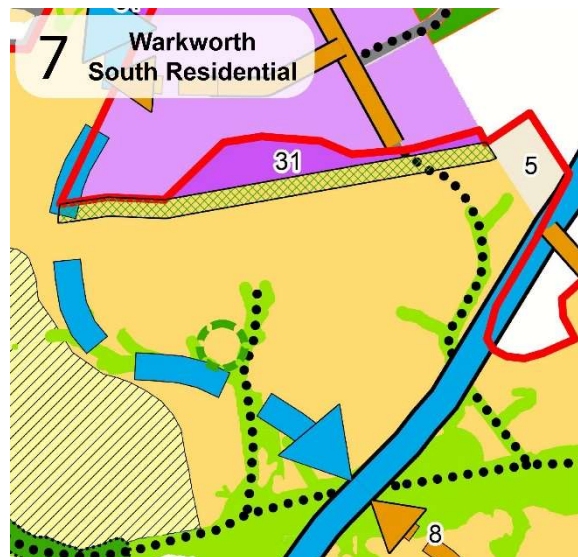
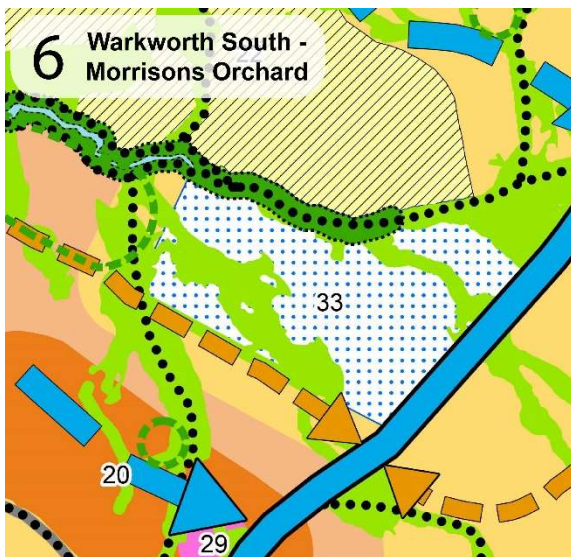
Area 4: Warkworth South-Central Western Area



The only change proposed for Area 4 in the final Structure Plan is relocation of the neighbourhood centre from the north to the south of Woodcocks Road, due to the creation of a new neighbourhood centre in Area 2. The centre will support the existing and future population on this western edge of Warkworth, in a range of residential densities afforded by the MHU and MHS zoning.

As stated in the Neighbourhood Design Statement, specific standards may be necessary to minimise potential conflicts between the residential areas and the heavy industrial area to the west, adjoining the motorway interchange.

Areas 6 and 7: Warkworth South



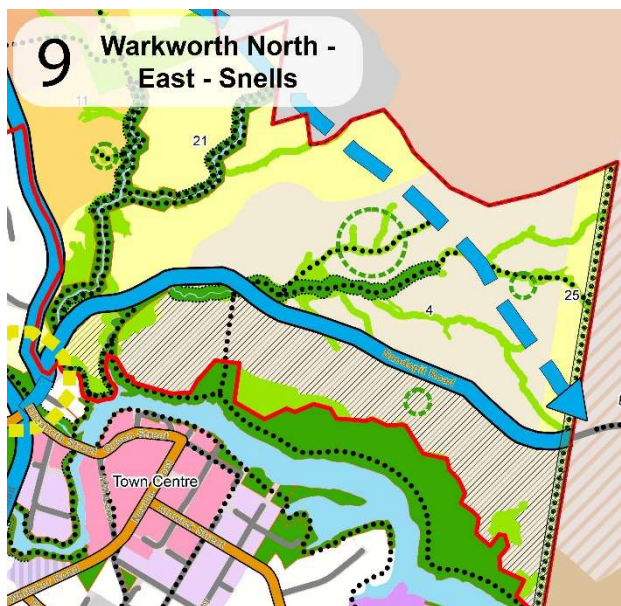
Some amendments have been made to Warkworth South, more specifically the area surrounding Morrison's orchard and that land to the immediate north, to better reflect development potential of the land in relation to the topography and its future local environment.

As discussed within the Neighbourhood Design Statement, it is important for the ongoing viability of the orchard, that it is sleeved with lower density residential. Through consultation, it has become apparent that the land to the north of the stream and planting is part of the knoll to the south of Warkworth and too steep for ongoing orchard operations. This has been incorporated into the area identified for Large Lot zoning and will be separated from the orchard by the existing and future planting.

The south-facing slopes beyond the existing Warkworth South industrial area had been identified in the draft Structure Plan as an extension to that light industrial area. It was acknowledged in the Neighbourhood Design Statement that this land will be highly visible from the north-facing MHS zoned land in the south-eastern area and therefore would require specific controls to protect residential and streetscape amenity. In addition to the potentially negative visual impact, feedback from the landowner suggested the topography of that land would be difficult for industrial development. Therefore, it has logically been identified for an extension to the MHS, providing additional residential capacity in the southern area that will further support both the existing centre to the north and the proposed local centre in the area around Valerie Close.

The main features that should be considered for retention within these areas are the shelter belts, which could be incorporated into local reserves or the street network, where practicable to retain some memory of the pastoral activity.

Area 9: Warkworth North East – Snells



Warkworth North East – Snells is likely to be the last part of the Structure Plan that is developed due to its physical and visual separation from Warkworth. Additional controls were recommended within the Neighbourhood Design statement to recognise the importance of the vegetated buffer as a backdrop to the Mahurangi River and Warkworth Town Centre.

Feedback on the draft Structure Plan has identified a need for more stringent controls at the rural/urban interface. Consequently, a strip of Large Lot zone has been identified at the eastern edge of Area 9 to reduce the number of lots bordering on the enduring rural land. An identified area for landscape planting could further reduce the likelihood of reserve sensitivity issues arising.

Recommendations

As previously stated, as Plan Changes are prepared, it may also be appropriate to prepare specific design guidance for Warkworth's expansion areas, in particular streetscape/ street edge guidance and guidance for building within identified landscape protection areas.