

Warkworth Structure Plan

Community Workshops Summary

August 2018



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Executive Summary

The Warkworth Structure Plan project seeks to develop a land use and infrastructure plan for the 1,000ha of Future Urban zoned land that surrounds Warkworth. During June 2018, the second phase of public consultation for the project was undertaken.

The purpose of this consultation phase was to involve the public in 'hands-on' sessions to generate ideas on how the draft Warkworth Structure Plan could look in terms of a land use layout and supporting infrastructure. The ideas from the workshops will feed into the council's development of the draft structure plan.

The project team sought to build awareness of the community workshops through various channels including a project newsletter, emails to stakeholders, social media posts, community group meetings, advertisements/media articles, posters and the council website.

The Warkworth Structure Plan community workshops were held at the Warkworth Town Hall over two separate (but identical) sessions:

- Thursday, 28 June 2018, from 6pm to 9pm
- Saturday, 30 June 2018, from 9am to 12pm

Approximately 90 public participants were recorded across the two workshops. The three-hour workshop process was as follows:

1. Welcome and introduction: Warren Maclennan (Auckland Council).
2. Workshop overview: Kobus Mentz (independent facilitator – Urbanismplus).
3. Workshop exercise: Community members worked in groups to develop a land use plan and supporting infrastructure plan for the Future Urban zone using:
 - a constraints map (with available assistance from technical specialists)
 - a drawing key
 - a high-level land use requirements list
 - a measuring tool
 - a summary of planning principles
4. Report back: Groups reported back on their maps and summarised their reasoning.

The workshop outputs included a series of annotated and/or colour coded plans drawn as overlays over a constraints map. The outputs have been interpreted through analysis of the map, and by reviewing the spoken summary of the map by each group at the end of each workshop.

There were several common themes throughout the workshops, including the desired location of elements included in the exercise brief, and requests for elements not listed. The most common themes involved:

- Increasing connections in the roading network.
- An interchange connecting to the RONS at the southern part of the study area.
- Park and ride areas.
- Clustering industrial uses in two or three locations close to major arterials.
- A desire to keep the Warkworth town centre as the primary centre, with additional services required to be spread over several neighbourhood centres.
- Various land uses were commonly clustered with the neighbourhood centres, including schools, parks, and medium and high density housing.
- Lower density housing was commonly placed on the periphery, and in environmentally sensitive areas.
- There were different ideas for the location of schools, although most were clustered with other uses such as parks, centres or the Warkworth Showgrounds, and distributed to enable accessibility with future growth.
- Locating a hospital and/or other medical facilities in Warkworth.
- Cycling and pedestrian links to encompass recreation, increase accessibility for all abilities and enable a variety of modes of transport.
- Cycling and pedestrian pathways connected to waterways and green spaces.
- Urban growth should respond in a responsible way, with an environmental focus.

Overall, there was a desire for practical growth, which allows business growth and self-sufficiency in Warkworth with an environmental focus.

A full report on the workshops (by Urbansim Plus – the independent facilitator of the workshops) is included in **Appendix 1**. Maps compiling the different group's suggested ideas for the location of new industrial land, small centres, major parks, roads and walkways/cycleways can be found in **Appendix 2**.

The feedback received during the workshops will be fed (alongside all other earlier feedback) into the next stages of the Structure Plan process.

1 Introduction

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

During June 2018, the second phase of public consultation for the project was undertaken. The purpose of this consultation phase was to involve the public in ‘hands-on’ sessions to generate ideas on how the draft Warkworth Structure Plan could look in terms of a land use layout and supporting infrastructure. The ideas from the workshops will feed into the council’s development of the draft structure plan.

This report seeks to provide a high-level summary of the community workshop consultation phase. The attached appendices contain more detailed information on the workshop process and outcomes.

2 The community workshops

2.1 Building awareness of the community workshops

The project team built awareness of the community workshops through a number of methods described in the subsections below.

2.1.1 Project newsletter

A project newsletter entitled “Warkworth Structure Plan project news” (June 2018 issue) was sent to households in the Warkworth area and wider surrounds in the week of 18 June 2018 (see **Appendix 3**).

2.1.2 Emails to stakeholders

Emails to identified Warkworth Structure Plan project stakeholders (14 June and 22 June 2018) (see **Appendix 4**) and to local residents registered on the Auckland Council people’s panel.

2.1.3 Social media

The project team put posts and an event on the Rodney Local Board Facebook page to advertise the workshops. These posts were shared across various other community facebook pages (i.e. ‘Talking Warkworth’).

2.1.4 Community meetings

The project team visited various community group meetings and met with stakeholder groups in Warkworth to promote awareness of the Warkworth Structure Plan project and the community workshops in particular. A list of the community group meetings attended is below:

- Warkworth Town Hall Talks, Warkworth Town Hall. (13 June, 2018)

- One Warkworth Transport Forum, Warkworth RSA. (22 June, 2018)
- Walking Commission meeting, Auckland Council. (22 June, 2018)

The team also attended the Warkworth Area Liaison Group meeting (Warkworth RSA) following the workshops to report back on how they went (4 July, 2018).

2.1.5 Advertisements

An advertisement was placed in the Mahurangi Matters on 13 June 2018 (see **Appendix 5**).

2.1.6 Media

An article on the community workshops was included in the online June version of Our Auckland (<http://ourauckland.aucklandcouncil.govt.nz/articles/news/2018/6/your-chance-to-help-plan-warkworth-s-growth>).

2.1.7 Posters

Warkworth Structure Plan community workshop posters were produced to build awareness of the workshops. The posters were printed at three sizes (A0, A3 and A4) and included the time, date, and venue of the two community workshops. On Monday 25 June 2018 these were put up in businesses, community facilities and organisations in the Town Centre. A copy of the poster can be found in **Appendix 6**.

2.1.8 Council website

The Warkworth Structure Plan project had an online presence through the council website (<https://www.aucklandcouncil.govt.nz/have-your-say/topics-you-can-have-your-say-on/warkworth-structure-plan>). This page included promotion of the community workshops and a registration page for the workshops.

2.2 The community workshops process

The Warkworth Structure Plan community workshops were held at the Warkworth Town Hall over two separate (but identical) sessions:

- Thursday, 28 June 2018, from 6pm to 9pm
- Saturday, 30 June 2018, from 9am to 12pm

Approximately 50 public participants were recorded at the first evening workshop, forming into eight groups for the design session. The second workshop was held during the day at the Warkworth Town Hall and approximately 40 public participants formed into six groups for the design session.

The three-hour workshop process was as follows:

1. Welcome and introduction: Warren Maclennan (Auckland Council).
2. Workshop overview: Kobus Mentz (independent facilitator – Urbanismplus).
3. Workshop exercise: Community members worked in groups to develop a land use plan and supporting infrastructure plan for the Future Urban zone using:
 - a constraints map (with available assistance from technical specialists) (see **Appendix 7**)
 - a drawing key (see **Appendix 8**)
 - a high-level land use requirements list (see **Appendix 9**)
 - a measuring tool (see **Appendix 10**)
 - a summary of planning principles (see **Appendix 11**)
4. Report back: Groups reported back on their maps and summarised their reasoning.

It is noted that a separate workshop was held with iwi on 18 July 2018.

2.3 Community workshops outcomes

The workshop outputs included a series of annotated and / or colour coded plans drawn as overlays over a constraints map. Each group produced a plan and presented it to all participants. The outputs have been interpreted through analysis of the map, and by reviewing the spoken summary of the map by each group at the end of each workshop.

There were several common themes throughout the workshops, including the desired location of elements included in the exercise brief, and requests for elements not listed. The most common themes involved:

- Increasing connections in the roading network.
- An interchange connecting to the RONS at the southern part of the study area.
- Park and ride areas.
- Clustering industrial uses in two or three locations close to major arterials.
- There was a desire to keep the Warkworth town centre as the primary centre, with additional services required to be spread over several neighbourhood centres.
- Various land uses were commonly clustered with the neighbourhood centres, including schools, parks, and medium and high density housing.
- Lower density housing was commonly placed on the periphery, and in environmentally sensitive areas.
- There were different ideas for the location of schools, although most were clustered with other uses such as parks, centres or the Warkworth Showgrounds, and distributed to enable accessibility with future growth.
- Locating a hospital and/or other medical facilities in Warkworth.
- Cycling and pedestrian links to encompass recreation, increase accessibility for all abilities and enable a variety of modes of transport.

- Cycling and pedestrian pathways connected to waterways and green spaces.
- Urban growth should respond in a responsible way, with an environmental focus.

Overall, there was a desire for practical growth, which allows business growth and self-sufficiency in Warkworth with an environmental focus.

A full report on the workshops (by Urbansim Plus) is included in **Appendix 1**. Maps compiling the different group’s suggested ideas for the locations of new industrial land, small centres, major parks, roads and walkways/cycleways can be found in **Appendix 2**.

3 Where to from here?

The feedback received during the workshops will be fed (alongside all other earlier feedback) into the next stages of the Structure Plan process. The anticipated next steps are as follows:

Follow up session on community workshop	August 2018
Preparation of draft plan	September/October 2018
Public feedback on draft plan	November 2018
Changes to structure plan and adoption	Early 2019

Appendix 1 - Urbanism Plus report

WARKWORTH GROWTH AREA

CONSULTATION OUTCOMES REPORT

FOR: AUCKLAND COUNCIL

AUGUST 2018

BY:

Urbanismplus Ltd

delivering
sustainable
urban form

WARKWORTH GROWTH AREA

CONSULTATION OUTCOMES REPORT

FOR: AUCKLAND COUNCIL

AUGUST 2018

CONTACT:

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www.urbanismplus.com

This report is a comprehensive summary of the outcomes of two community workshops held in June 2018. The growth area options developed through the workshop process that are outlined within this report are based on community feedback and will be subject to further work by Auckland Council as part of the development of the Warkworth Structure Plan and are indicative only.

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EXECUTIVE SUMMARY

Warkworth has been identified as an area to assist in accommodating Auckland's future growth. Approximately 1,000ha of land in the Warkworth area has been allocated to urban growth.

Public consultation on the Warkworth Structure Plan (WSP) greenfield project has been ongoing since April 2018 and the workshops summarised in this report form part of this project. The ideas collated throughout the public consultation will be taken forward by Auckland Council into assessing options and the drafting of the Warkworth Structure Plan.

There were several common themes throughout the workshops, including the desired location of elements included in the exercise brief, and requests for elements not listed. The most common themes involved:

- Increasing connections in the roading network.
- An interchange connecting to the RONS at the southern part of the study area.
- Park and ride areas.
- Clustering industrial uses in two or three locations close to major arterials.
- There was a desire to keep the Warkworth town centre as the primary centre, with additional services required to be spread over several neighbourhood centres.
- Various land uses were commonly clustered with the neighbourhood centres, including schools, parks, and medium and high density housing.
- Lower density housing was commonly placed on the periphery, and in environmentally sensitive areas.
- There were different ideas for the location of schools, although most were clustered with



ABOVE FIG. 0-1: The group design exercise at Workshop 1 in the Warkworth Town Hall

- other uses such as parks, centres or the Warkworth Showgrounds, and distributed to enable accessibility with future growth.
 - Locating a hospital and/or other medical facilities in Warkworth.
 - Cycling and pedestrian links to encompass recreation, increase accessibility for all abilities and enable a variety of modes of transport.
 - Cycling and pedestrian pathways connected to waterways and green spaces.
 - Urban growth should respond in a responsible way, with an environmental focus.
- Overall, there was a desire for practical growth, which allows business growth and self-sufficiency in Warkworth with an environmental focus.

1. INTRODUCTION

1.1 PROJECT BACKGROUND

The Auckland population is growing rapidly and is anticipated to increase by 740,000 people over the next 30 years to reach a population of 2.4 million people. This will require the construction of approximately 320,000 new dwellings to accommodate the growth, while 270,000 new jobs are needed.

Warkworth has been identified as an area to accommodate some of this future urban growth. This will include increases in business uses and around 7,500 more dwellings. Auckland Council is developing a Structure Plan to guide development in the Warkworth Future Urban Zone. The town is anticipated to reach 25,000 to 30,000 people over the next 30 years.

As part of the development of this Structure Plan, the Council have undertaken a process to gather public feedback and ideas. The first phase including online opportunities, drop-in sessions, project stand events, specific stakeholder events and hui with mana whenua, took place in April 2018. The two community workshops, which are summarised in this report, were subsequently held in June 2018.

1.2 PROJECT AREA

The Warkworth Structure Plan area, currently zoned Future Urban in the Auckland Unitary Plan, includes land to the northeast and southwest of the existing Warkworth area, refer to **Figure 1-1**. This includes a total land area of approximately 1,000ha.

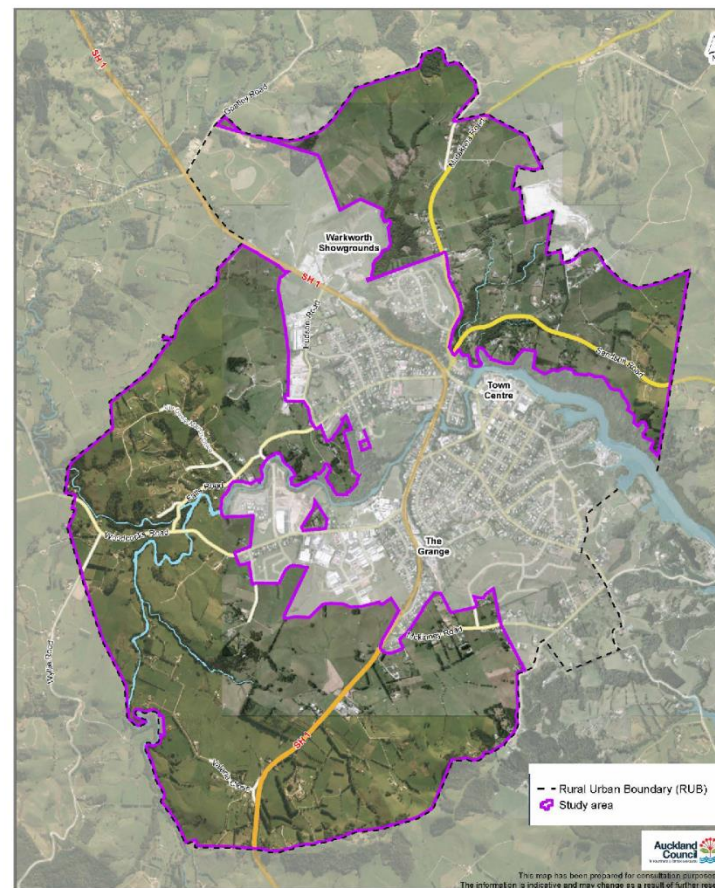
1.3 WORKSHOP PURPOSE

The purpose of the two community workshops was to receive ideas from the community to feed into the development of a draft Warkworth Structure Plan. There will be a further consultation once a draft plan has been developed.

1.4 WORKSHOP STRUCTURE

The three-hour workshop process was as follows:

1. Welcome and introduction: Warren MacIennan (Auckland Council).
2. Workshop overview: Kobus Mentz (independent facilitator – Urbanismplus).
3. Workshop exercise: Community members worked in groups to develop a land use plan and supporting infrastructure plan for the Future Urban zone, using a constraints map (**Appendix 1**).
4. Report back: Groups reported back and the outcomes were summarised.



ABOVE FIG. 1-1: Warkworth Structure Plan Project Area (source: Auckland Council)

1.5 WORKSHOP PARTICIPATION

Workshop 1: Thursday 28 June 2018

Workshop 1 was held in the evening at the Warkworth Town Hall. Approximately 50 public participants were recorded at the workshop, and formed into eight groups for the design session (labelled A1, and A5-11 in this report).

Workshop 2: Saturday 30 June 2018

Workshop 2 was held during the day at the Warkworth Town Hall. Approximately 40 public participants were recorded at the workshop, and formed into six groups for the design session (labelled B1-6 in this report).

Some groups only partially completed their maps during the workshop, so some maps have gaps/blank areas. Supplementary maps were sent to Council after the workshops by two groups that participated in the workshop. These are labelled as S1 and S2 in this report.



ABOVE FIG. 1-3: Community members carefully considering locations of various elements, such as schools, suburban parks and neighbourhood centres.

2. WORKSHOP OUTCOMES

The workshop outputs included a series of annotated and / or colour coded plans drawn as overlays over a constraints map produced by Auckland Council. Each group produced a plan and presented it to all participants (refer to **Appendix 1** for the constraints map and group outputs). The outputs have been interpreted through analysis of the map, and by reviewing the spoken summary of the map by each group at the end of each workshop. The elements of the sorted into technical disciplines and common themes or areas. The outcomes are presented in the tables on pages 8 to 16.

The disciplines are as follows:

- Transport
 - Rooding networks
 - Active and public transport
- Industrial
- Neighbourhood centres
- Low density residential
- Medium and high density residential
- Schools
- Community services and health
- Parks

2.1 TRANSPORT

Rooding networks

Connectivity was a key theme for all groups. Most proposed a 'western collector' link, running north to south, connecting the northern gateway to Woodcocks Road, and SH1, and a link between Matakana Road and Sandspit Road, at the northern end of the study area. Most groups also proposed a southern interchange along the RONS near the southern end of the study area. It was strongly advocated as essential for growth in Warkworth due to existing roads already being over capacity and creating chokepoints.

Transport - Rooding networks					
Table	Southern link from RONS	Western collector (north-south link)	Matakana-Sandspit roads link	New bridge (outside of study area - SE of town centre)	Other
A1	Yes	Yes	Yes	Yes (link to Snells Beach)	
A5		Yes	Yes		
A6	Yes	Yes	Yes	Yes (some of the group)	Proposed and existing roads form a ring road
A7		Yes			
A8	Yes	Yes	Yes		
A9	Yes	Yes	Yes		
A10	Yes Further south than study area, close to honey centre	Yes	Yes		
A11	Yes	Yes	Yes	Yes	
B1/S1	Yes	Yes	Yes		Facility for heavy vehicles needed on edge of town; need parking strategy for TC
B2		Yes Northern section to Woodcocks Rd			
B3	Yes		Yes		
B4	Yes	Yes, onto McKinney Rd	Yes		Important role of old SH once returned to AT in 2024
B5	Yes	Yes			
B6	Yes	Yes	Yes		Move Warkworth gateway to Kaipara Flats Rd
S2	Yes	Yes	Yes	Yes	Underpass and overpass on Western Collector and roads around new southern centre to ensure connectivity

Active and Public Transport

Most of the groups expressed a desire for a walking and cycling network, with the majority preferring the network to be separated from main arterials, and ideally connected to waterways and green spaces. Some reasons mentioned were for ecological and recreational benefits, while also providing access for all modes and abilities to reach neighbourhood centres, parks, schools, and public transport.

Several groups also suggested a park and ride at the northern entrance, where the RONS connects with SH1, and some groups also suggested one at the proposed southern interchange.

Transport - active and public transport					
Table	Walking / cycling network along arterials	Walking / cycling network along green spaces / rivers	Park and ride	Local bus	Other
A1	Yes Separation from roads	Yes	Yes Adjacent to RONS interchange with SH1 (northern entrance)		Links to neighbourhoods, parks, schools, public transport
A5	Yes	Yes			Accessible for all, including children, elderly, and all modes eg. Scooter, e-bike.
A6		Yes			
A7		Yes			
A8					
A9		Yes Connect to centres	Yes Adjacent to RONS northern entrance		
A10			Yes Adjacent to RONS northern entrance		
A11	Yes	Yes	Yes (2) Adjacent to RONS northern entrance Adjacent to proposed southern interchange		
B1/S1		Yes Includes centennial walkway linking to Falls Park	Yes (2) Adjacent to RONS northern entrance Adjacent to proposed southern interchange	Yes	Suggested urban transport nodes depicted.
B2		Yes	Yes Adjacent to RONS northern entrance, multistorey		Role of the railway should be considered
B3					Pedestrian focus in TC, parking on edge
B4		Yes	Yes (2) Adjacent to RONS northern entrance Adjacent to proposed southern interchange		
B5					
B6			Yes	Yes	
S2	Yes	Yes	Yes (2) Next to sports field in south Industrial land or next to Showground in north		

2.2 INDUSTRIAL

Most groups indicated that expanding existing industrial areas would be most ideal, particularly the area south of the existing Morrison Drive industrial area, and in the north adjacent to Hudson Rd and SH1.

Where new industrial areas were proposed, one common theme was to keep the areas close to the RONS, for the purpose of ease of movement for heavy vehicles, and keeping these vehicles away from centres and residential areas.

Many groups also saw a need for landscaping around the edges of industrial areas, to create a buffer, and increase the amenity, particularly at the northern entrance.

Industrial					
Table	Expand south existing area on Woodcocks Rd	Expand area near the northern entrance	New industrial area	Landscaping as buffer / high amenity	Other
A1		Yes South of existing area, south of SH1	Yes South of Woodcocks Rd, adjacent to RONS	Yes Buffer industrial areas and existing quarry	
A5	Yes			Yes	
A6	Yes	Yes		Yes	
A7	Yes	Yes South of existing area, south of SH1		Yes Particularly at the northern entrance to Warkworth	
A8	Yes	Yes South of existing area, south of SH1 extending down part of proposed western connector	Yes At proposed southern interchange, adjacent to RONS		
A9	Yes	Yes	Yes. At proposed southern interchange, adjacent to RONS and outside the FUZ to the northwest	Yes	
A10	Yes				Big box retail adjacent to industrial area at northern entrance
A11	Yes				
B1/S1	Yes	Yes			
B2		Yes	Yes. Southwest, adjacent to RONS		
B3	Yes	Yes	Yes. At proposed southern interchange, adjacent to RONS	Yes	
B4			Yes. At proposed southern interchange, adjacent to RONS		
B5	Yes	Yes	Yes. Northern part of the study area		
B6			Yes. Large area near southern interchange with suitable gradient	Yes E.g. for big box	Develop land up to the motorway
S2		Yes		Yes	

2.3 NEIGHBOURHOOD CENTRES

There was a unanimous desire to keep the Warkworth Town Centre as the primary centre. It was seen as important to keep the town centre's existing character and scale by locating additional services in neighbourhood centres throughout the study area, while not undermining the town centre.

Most groups proposed two to three new neighbourhood centres, and while the locations were different, the distribution was spaced logically, such as one to two in the south and one to two in the north. There was also a desire to cluster other uses with the centres, such as schools and open space.

Neighbourhood centres						
Table	North of the river	Northern entrance (RONS)	Central (near Woodcocks Rd)	Southwest (near RONS)	Southeast	Other
A1	Yes (2) 1. Matakana Rd and link with RONS 2. Junction of Sandspit Rd and proposed link with Matakana Rd				Yes Junction of SH1 and proposed western collector	
A5	Yes		Yes		Yes	
A6	Yes. Off Matakana Rd before RONS link		Yes		Yes Along SH1 and proposed junction with Southern link	
A7	Yes			Yes		
A8	Yes. Junction of RONS and Matakana Rd	Yes		Yes. Near southern interchange		
A9	Yes. Junction of RONS and Matakana Rd			Yes. Near southern interchange	Yes	
A10	Yes. At junction of proposed link road to Sandspit Rd				Yes	
A11	Yes. Junction of RONS and Matakana Rd	Yes. Along western collector		Yes. Near southern interchange	Yes	
B1/S1	Yes. Junction of RONS and Matakana Rd	Yes. Along western collector	Yes	Yes. Near southern interchange		
B2	Yes. Along Matakana Rd				Yes, Near SH1 along Mckinney Rd	
B3	Yes. Along RONS near junction with Matakana Rd	Yes			Yes Along SH1	
B4	Yes. Along Matakana Rd			Yes. Near southern interchange		Warkworth TC - destination for day visitors
B5	Yes. Along Matakana Rd				Yes Along SH1	
B6	Yes (2). Matakana Rd and Sandspit Rd	Yes. Along western collector			Yes Along SH1	
S2	Yes. Near new primary school			Yes. Opposite current golf range and aligned with development at Morrison Orchard		West. Near intermediate school.. Precinct zone Morrison Orchard for visitor activities

2.4 LOW DENSITY RESIDENTIAL

While the amount of low density residential land varied between the groups, many located the lower density on the periphery of the study area, particularly the north, south, and adjacent to the RONS.

The steeper land already covenanted was also kept low density to preserve the visibility of the ridgelines.

Low density residential						
Table	Near periphery (south)	Near western periphery (RONS) - continuous	Near western periphery (RONS) - interrupted	Adjacent to covenanted land	North of the river	Other
A1	Yes		Yes	Yes Steeper land in western area (Falls Rd subdivision)	Yes Periphery to study area, outside of high density and centres	
A5				Yes Steeper land in western area (Falls Rd subdivision)		
A6		Yes (specifically referred to lifestyle blocks)		Yes	Yes	
A7		Yes		Yes		
A8	Yes			Yes		
A9	Yes			Yes	Yes Northeastern periphery	Some low density housing is proposed to be incorporated into mixed density areas
A10				Yes	Yes	
A11	Yes		Yes	Yes	Yes Periphery	
B1/S1				Yes		Not notated on plan
B2	Yes	Yes		Yes		
B3				Yes	Yes Eastern periphery	
B4						Not notated on plan
B5	Yes				Yes	
B6	Yes		Yes	Yes	Yes	
S2	<i>No input provided</i>					

2.5 MEDIUM AND HIGH DENSITY RESIDENTIAL

The amount of medium and high density land and their location varied significantly between groups, although there was a trend towards medium and high density being located close to centres for active transport accessibility, and close to the RONS for ease of vehicle access.

Medium and high density residential					
Table	Medium near centres	High near centres	Med / high near northern industrial area (between northern entry and RONS or NE)	Landscape buffer	Other
A1		Yes	Yes Northeast of industrial area, along RONS connection with Matakana Rd	Yes	
A5			Yes High density near northern entrance, bound by community/commercial (N), open space (W), and western collector (E)		Med density covers majority of remaining study area
A6	Yes	Yes			
A7					North eastern area across river, and southern areas adjacent to proposed industrial extension
A8	Yes		Yes Medium density		Large areas of medium density across study area. Large area of high density south of proposed southern industrial extension
A9	Yes	Yes	Yes High density, live/work	Yes High density adjacent to open space	
A10	Yes		Yes	Yes	
A11	Yes	Yes		Yes	
B1/S1		Yes	Yes		
B2	Yes	Yes	Yes		Large areas of medium density central, and north of the river
B3	Yes	Yes	Yes	Yes	
B4					Density not notated on much of the plan
B5					
B6	Yes	Yes	Yes		
S2	<i>No input provided</i>				

2.6 SCHOOLS

All groups proposed new primary schools, in varying locations. Most proposed at least two new primary schools, with at least one likely to be in the north and at least one in the south.

Most groups saw a need for a new college, rather than extending Mahurangi College, which several groups proposed.

Schools						
Table	Extend College To west	New college	Primary school north of river	Primary school west (mid)	Primary school south	Other
A1		Yes Matakana Rd and link with RONS	Yes Matakana Rd and link with RONS		Yes In flood plain east of SH1	
A5		Yes West, along Woodcocks Rd	Yes Near Sandspit Rd along proposed link road		Yes Near periphery	
A6		Yes. North of the intersection of RONS and Matakana Rd. Montessori	Yes North of the intersection of RONS and Matakana Rd Montessori			
A7		Yes Near Matakana Rd	Yes Near Matakana Rd		Yes. Southwest, near RONS	
A8	Yes		Yes		Yes. Southwest, near RONS	
A9		Yes Near Woodcocks Rd link to RONS	Yes Near Matakana Rd	Yes Near central link to RONS		
A10			Yes Adjacent to Warkworth Showgrounds		Yes South, near proposed centre	
A11	Yes	Yes Adjacent to Warkworth Showgrounds	Yes Near Sandspit Rd		Yes Southern periphery, between two proposed centres	Tertiary education proposed adjacent to existing high school
B1/S1			Yes	Yes West of the town centre	Yes. Near southern interchange Includes intermediate	
B2			Yes Near Matakana Rd		Yes. Southeast, close to proposed centre	
B3						Two schools in the north, one at the northern entrance
B4					Yes. South, near proposed centre	
B5		Yes North of Warkworth Showgrounds			Yes South, near proposed centre	
B6			Yes North of showgrounds		Yes Near proposed centre	
S2			Yes. Near Matakana Rd		Yes. Close to high density housing and sports fields	New intermediate in west so Mahurangi College is just high school

2.7 COMMUNITY SERVICES AND HEALTH

Not all groups addressed other community services or healthcare. Some expressed a strong desire for a hospital rather than an A&E, due to the increasing population, the popularity of the area as a place to retire, and the long distance to the closest existing hospitals.

Community services and health				
Table	A&E	Hospital	Centre containing a range of community services	Other
A1				
A5	Yes Located at northern gateway			
A6		Yes Located at northern gateway		
A7				
A8				
A9				
A10				
A11		Yes South of proposed tertiary education	Yes Hub of education, services, hospital	
B1/ S1			Yes Health precinct located in the south along SH1	
B2				
B3		Yes Along SH1, adjacent to southern centre		
B4				
B5				
B6		Yes Along SH1, adjacent to southern centre	Yes Emergency services hub including hospital, ambulance, police, fire services.	
S2		Yes Existing Morrison Drive commercial area		

2.8 PARKS

Most groups proposed that the suburban parks be located either close to schools, or to centres (or both if clustered).

The majority of the groups located a new sports park in the southern part of the study area, with many seeing synergies with adjacent schools.

There was high diversity between groups in the placement of parks. Some placed neighbourhood parks throughout residential areas, some used the parks as a buffer between uses, and many indicated open spaces along waterways or flood plains.

Parks							
Table	Suburban parks near centres	Suburban parks near schools	Extend Show grounds	New sports park	Network of green spaces along waterways, and include cycling / pedestrian links	Utilise flood plains	Other
A1	Yes	Yes		Yes Along suggested southern interchange near western connector		Yes	1. Retain Morrison family heritage orchard in southern area - adjacent to SH1 2. Dog parks
A5		Yes	Yes	Yes (some of the group).			
A6							
A7		Yes		Yes Near southwestern centre	Yes		
A8	Yes	Yes		Yes Large park close to southern centre			
A9					Yes	Yes	Suburban parks within 300-400m of housing
A10	Yes			Yes Large park close to southern centre and school			Protect boat building site and riverside for tourism
A11	Yes	Yes (in some cases)		Yes. Junction of the southern interchange and western collector	Yes		
B1/S1				Yes	Yes		
B2				Yes Central	Yes		Protect boat building site, and create walkways Protect ridgelines
B3					Yes		Extensive network of open space along watercourses
B4	Yes				Yes		
B5							Lower density on lower gradients
B6				Yes. Adjacent to school in the south		Yes	
S2		Yes		Yes. Adjacent to Orchard, school	Yes		Mountain bike trails in bush, connecting to sports park

2.9 CONCLUSIONS

The outcomes of the two community workshops held in June 2018 expressed the following general themes:

- Increasing connections in the roading network to support a larger population and increase efficiency in travel was a common idea, including a western collector, and link between Matakana Road and Sandspit Road.
- An interchange connecting to the RONS at the southern part of the study area was strongly advocated for.
- Many group suggested a park and ride located at the northern entrance, with some also locating one at the suggested southern interchange.
- Clustering industrial uses was preferred, in two or three locations close to major arterials.
- There was a desire to keep the Warkworth town centre as the primary centre, with additional services required to be spread over several neighbourhood centres. There was little consensus on location, however the locations had a relatively even and logical distribution, with high connectivity to arterials.
- Various land uses were commonly clustered with the neighbourhood centres, including schools, parks, and medium and high density housing.
- Lower density housing was commonly placed on the periphery, and in environmentally sensitive areas.
- There were different ideas for the location of schools, although most were clustered with other uses such as parks, centres or the Warkworth Showgrounds, and distributed to

- enable accessibility with future growth.
- Some groups advocated locating a hospital in Warkworth, due to the long distance to the closest hospitals, and existing safety concerns, particularly for elderly and a growing population.
- A common theme was for cycling and pedestrian links to encompass recreation, and connections to throughout the Walkworth study area, to increase accessibility for all abilities and enable a variety of modes of transport.
- Many groups had suggested that the cycling and pedestrian pathways be connected to waterways and green spaces.
- Urban growth should respond in a responsible way, and with an environmental focus.

2.10 NEXT STEPS OF THE WSP PROJECT

The feedback received during the workshops and earlier consultation will be fed into the next stages of the Structure Plan process. The anticipated next steps are as follows:

Follow up session on community workshop	August 2018
Preparation of draft plan	September / October 2018
Public feedback on draft plan	November 2018
Changes to structure plan and adoption	Early 2019

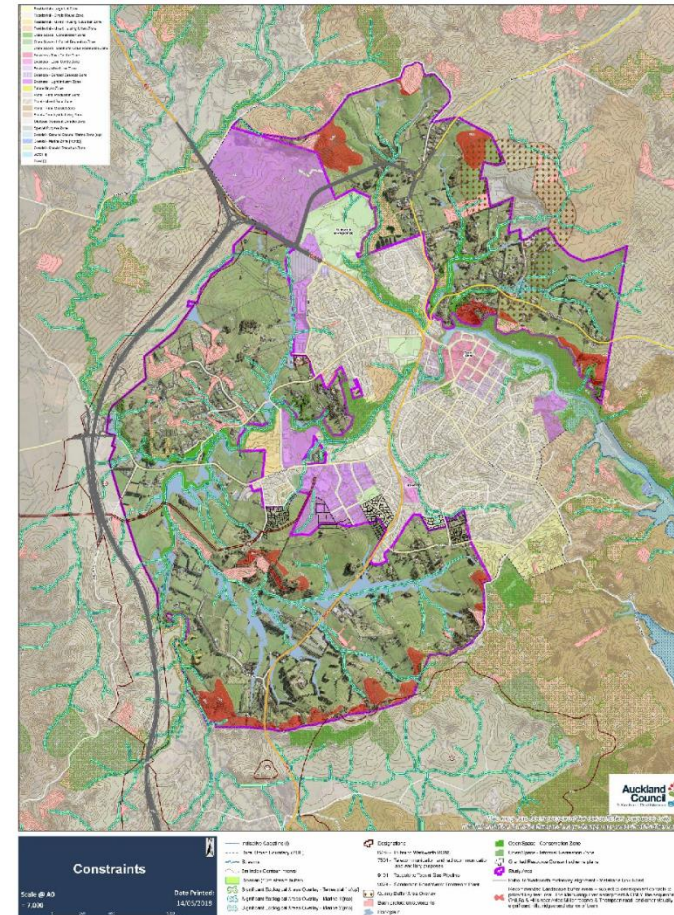
APPENDICES

A.1 WORKSHOP GROUP OUTPUTS

The outputs from each group at the workshops were drawn as overlays on tracing paper onto the Warkworth Constraints basemap, shown in **Figure A1-1** to the right.

It was explained at the workshop that this constraints map does not include all possible constraints. At the workshops, other single discipline constraints maps, that do not feature on the Warkworth Constraints basemap, were available (e.g. heritage, geotechnical).

Figures A1-2 to A1-17 show the outputs of each workshop group. The groups are labelled in brackets in the caption to correspond with subsections 2.1 to 2.8 of this report.



RIGHT FIG. A1-1: Warkworth Constraints Map (source: Auckland Council)



TABLE 1
ABOVE FIG. A1-2: Table 1, Workshop 1 (A1)

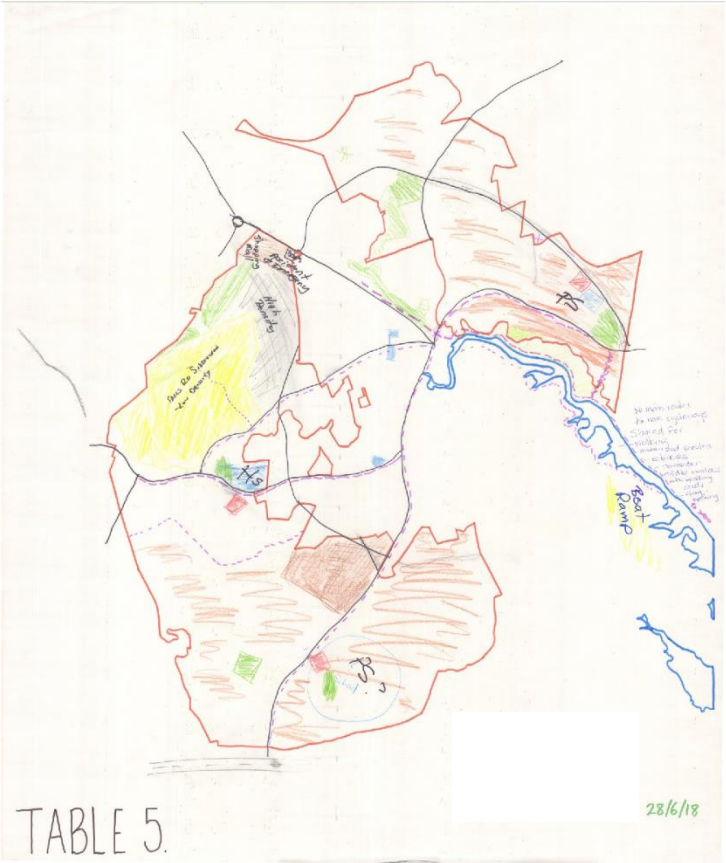


TABLE 5
ABOVE FIG. A1-3: Table 5, Workshop 1 (A5)



ABOVE FIG. A1-4: Table 6, Workshop 1 (A6)



ABOVE FIG. A1-5: Table 7, Workshop 1 (A7)

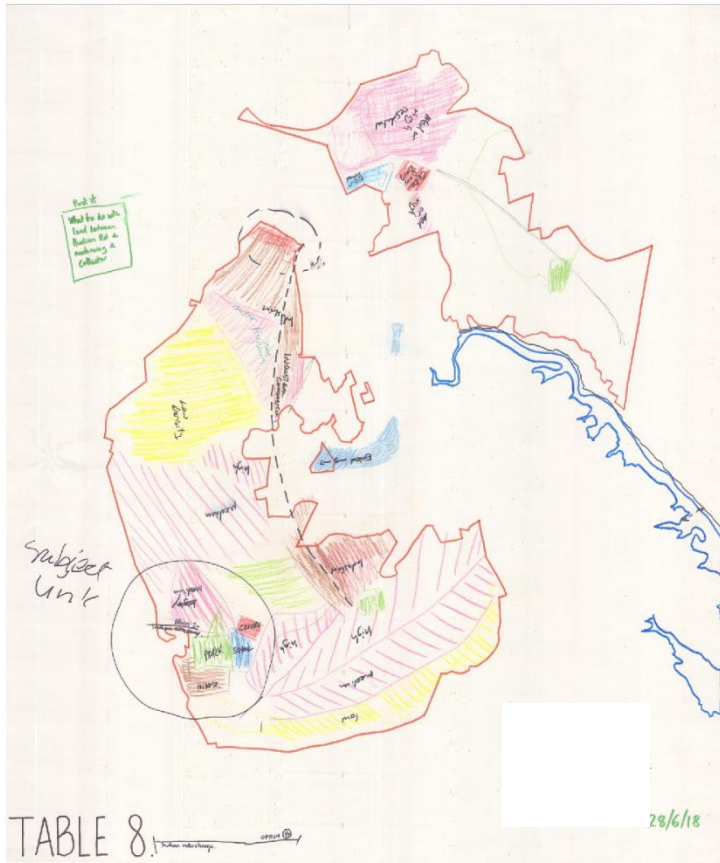


TABLE 8.
ABOVE FIG. A1-6: Table 8, Workshop 1 (A8)

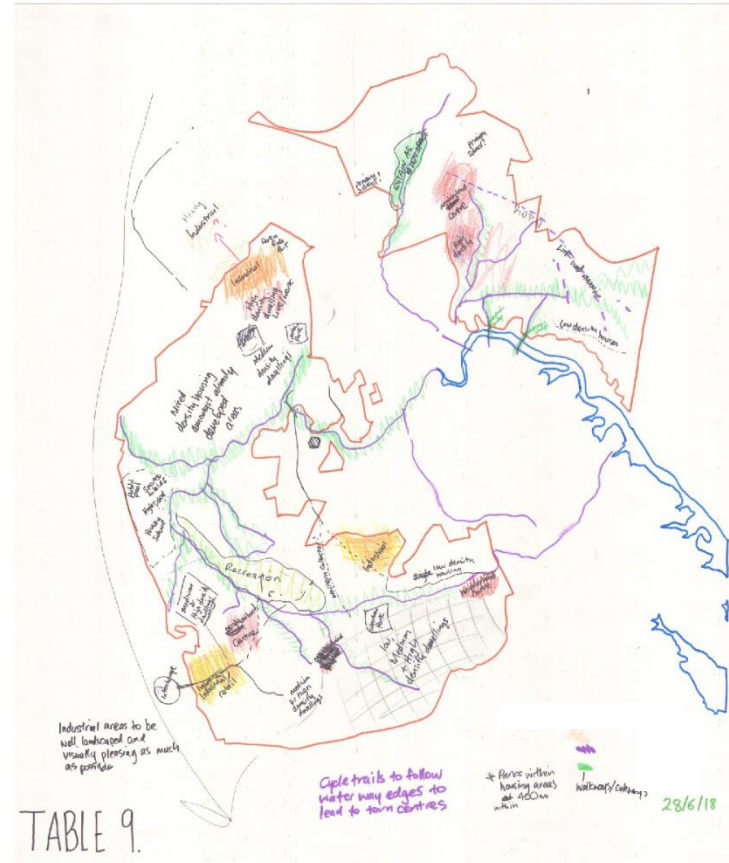
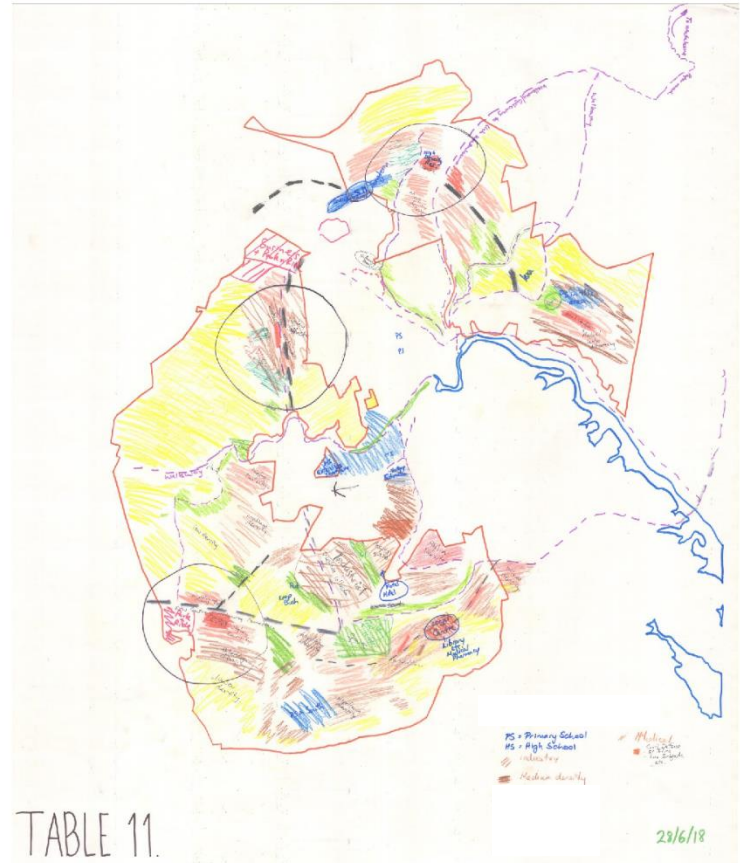


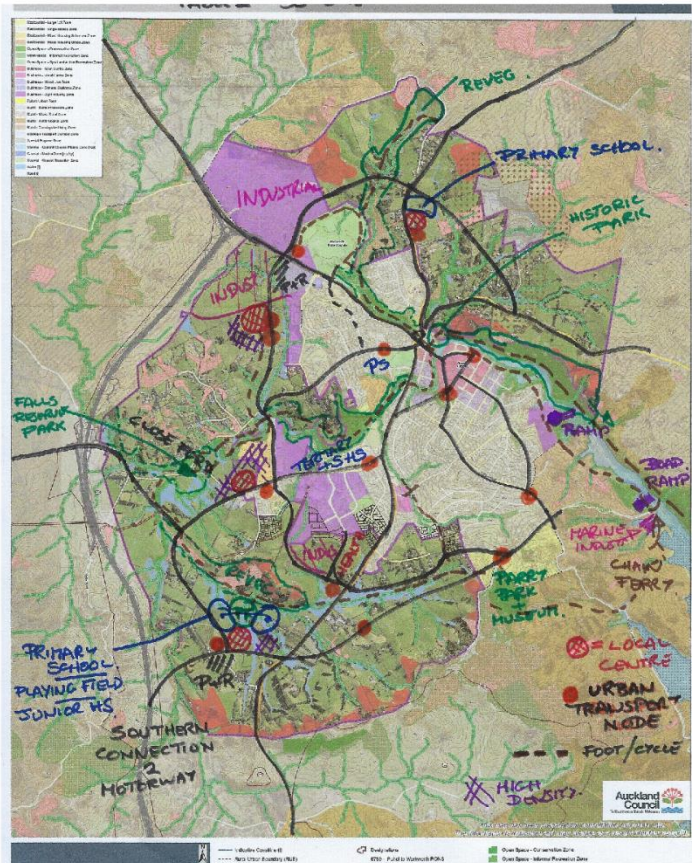
TABLE 9.
ABOVE FIG. A1-7: Table 9, Workshop 1 (A9)



ABOVE FIG. A1-8: Table 10, Workshop 1 (A10)



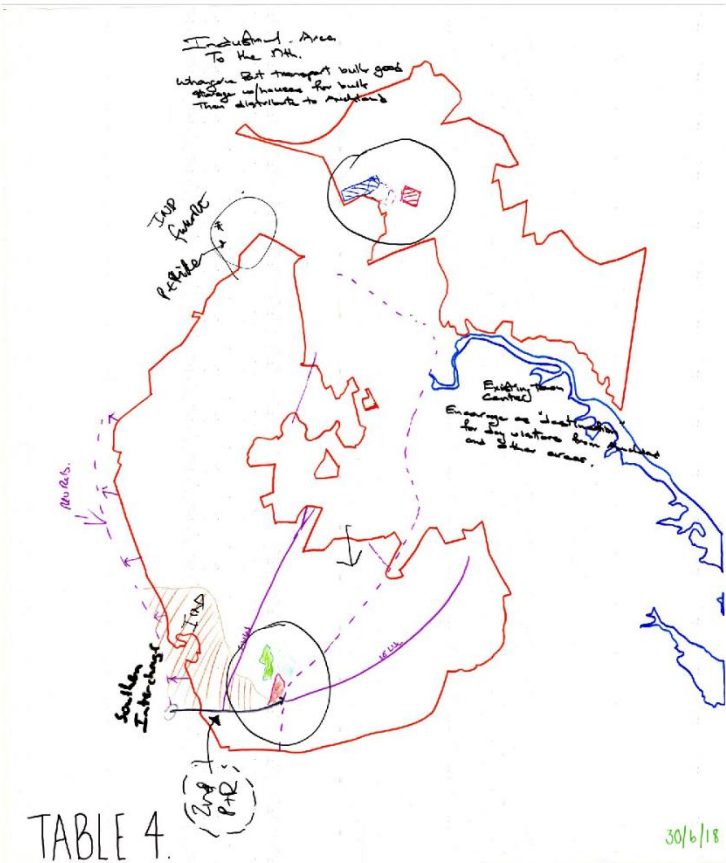
ABOVE FIG. A1-9: Table 11, Workshop 1 (A11)



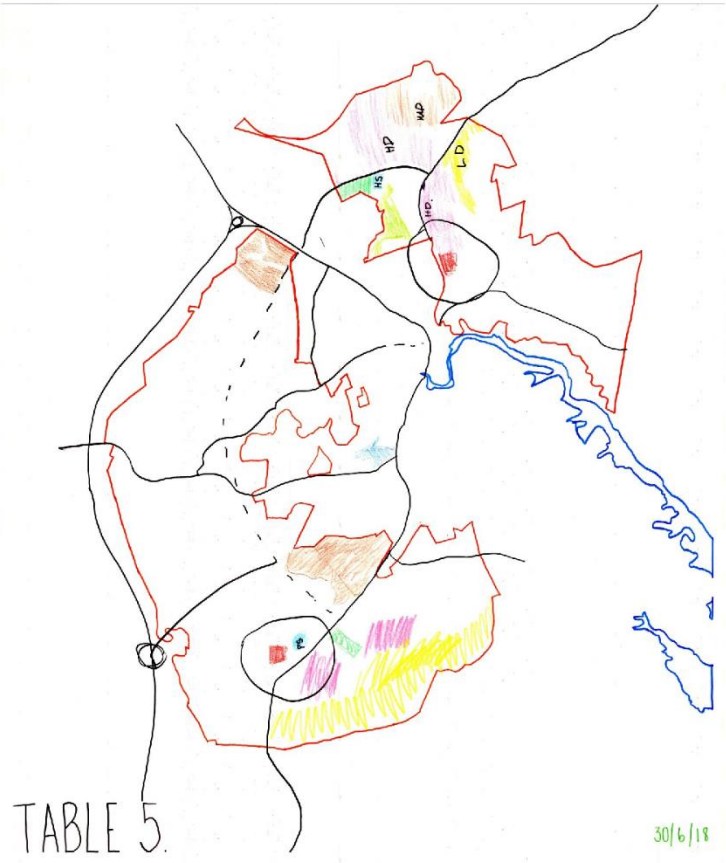
ABOVE FIG. A1-10: Table 1 supplementary map, Workshop 2 (S1)



ABOVE FIG. A1-11: Table 1, Workshop 2 (B1)



ABOVE FIG. A1-14: Table 4, Workshop 2 (B4)



ABOVE FIG. A1-15: Table 5, Workshop 2 (B5)

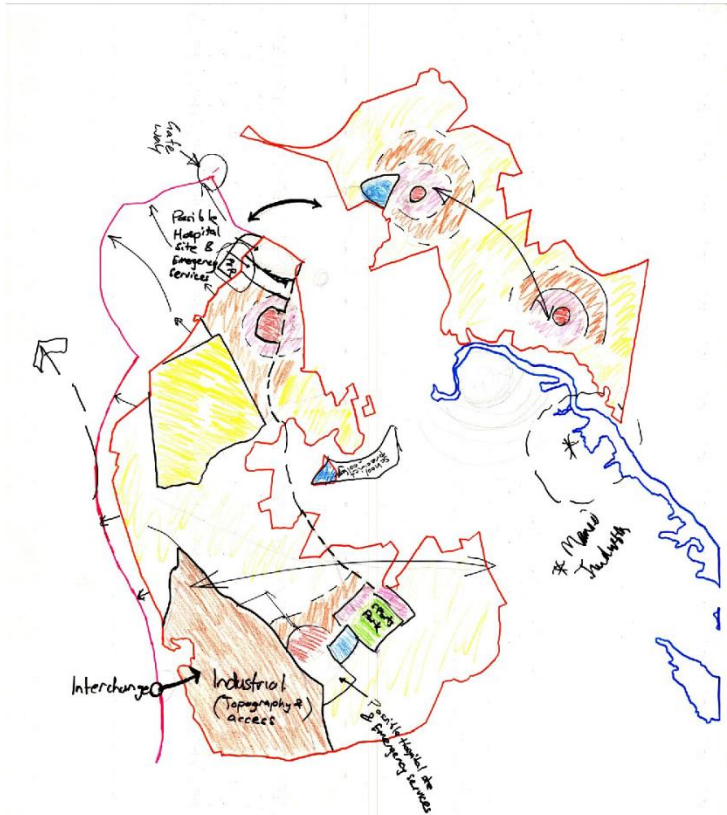
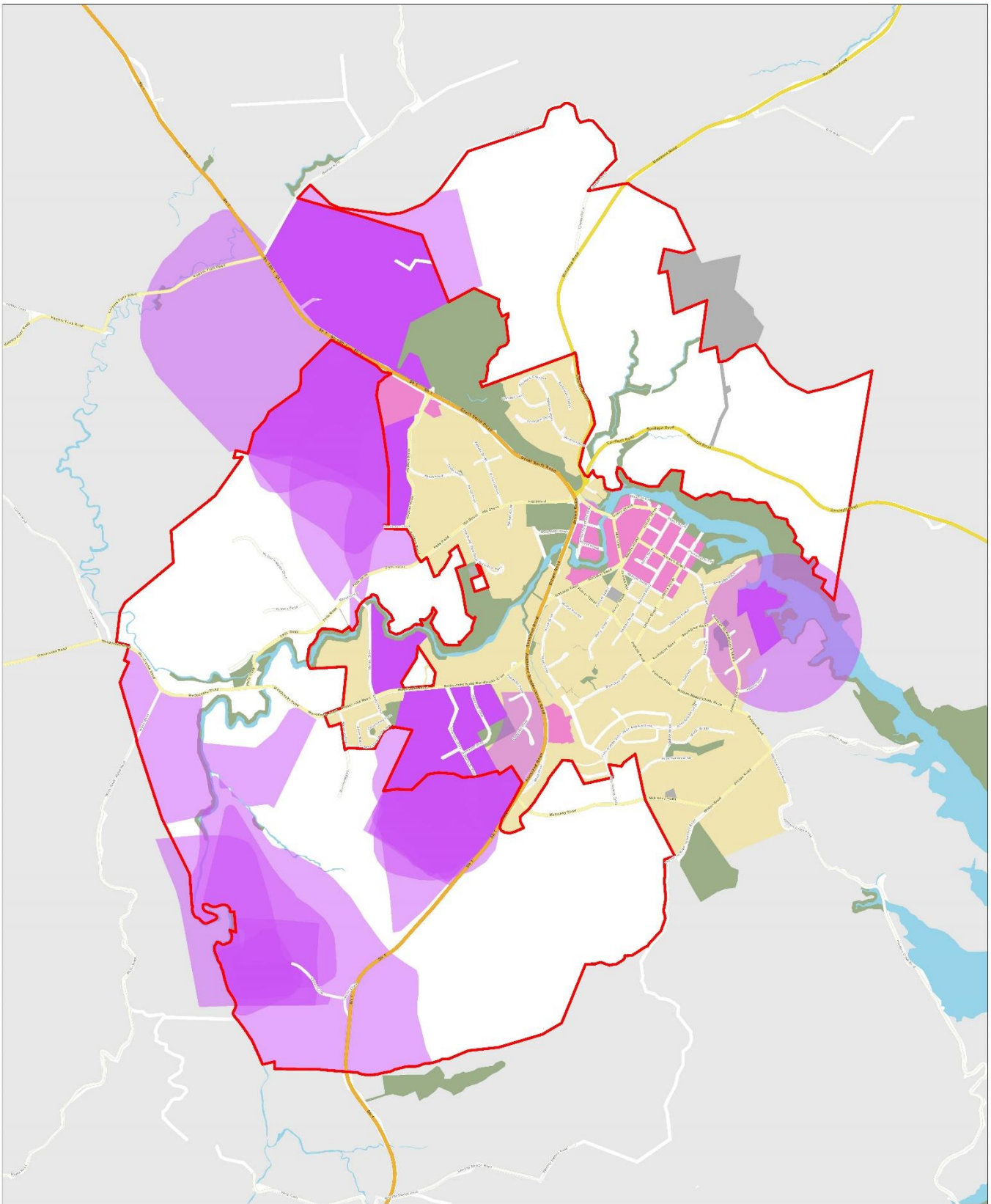


TABLE 6
ABOVE FIG. A1-16: Table 6, Workshop 2 (B6)



TABLE 13
ABOVE FIG. A1-17: Supplementary map, Workshop 2 (S2)

Appendix 2 - Maps compiled from the community workshops



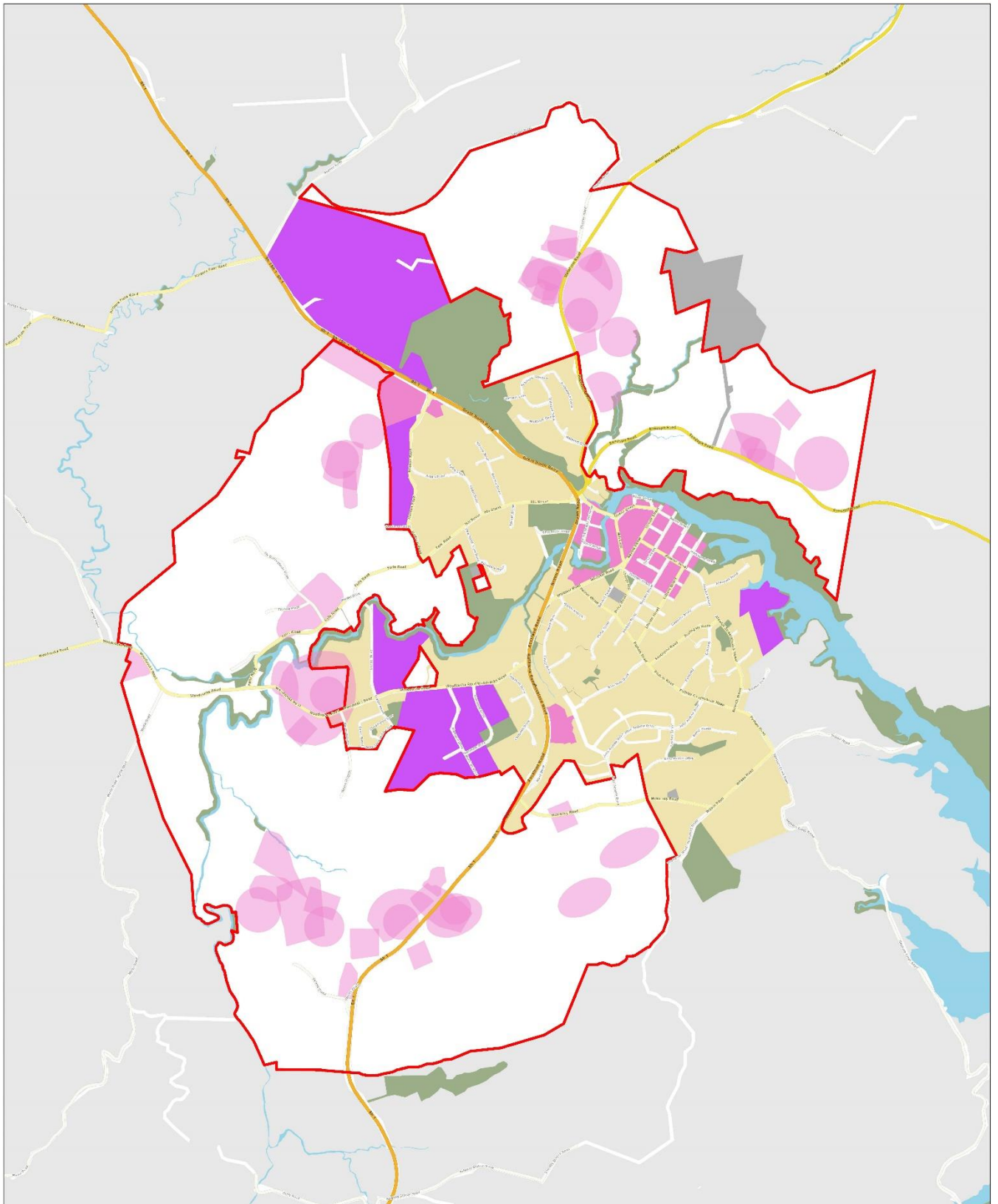
**Suggested new Industrial
land locations
(compiled from the
community workshops in June)**

- Suggested Industrial land
- Residential Zones
- Open Space Zones
- Rural Zones
- Business Zones
- Industrial Zone
- Special Purpose Zone
- Coastal Zones



Scale @ A0 = 7,000 Date Printed: 10/08/2018

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



**Suggested new small centre locations
(compiled from the community workshops in June)**

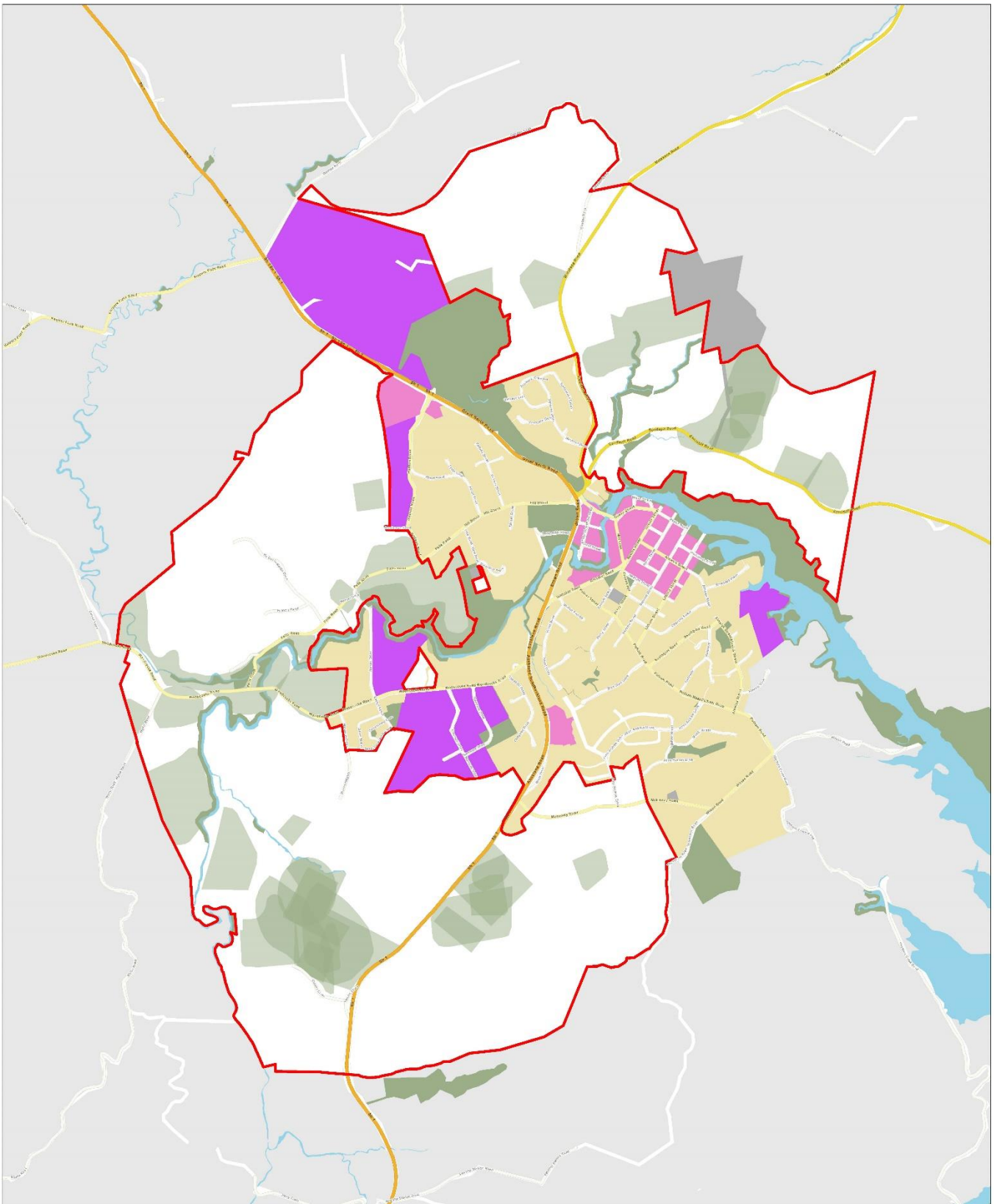


- Suggested Centres
- Residential Zones
- Open Space Zones
- Rural Zones
- Business Zones
- Industrial Zone
- Special Purpose Zone
- Coastal Zones

Scale @ A0 = 7,000
Date Printed: 10/08/2018



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



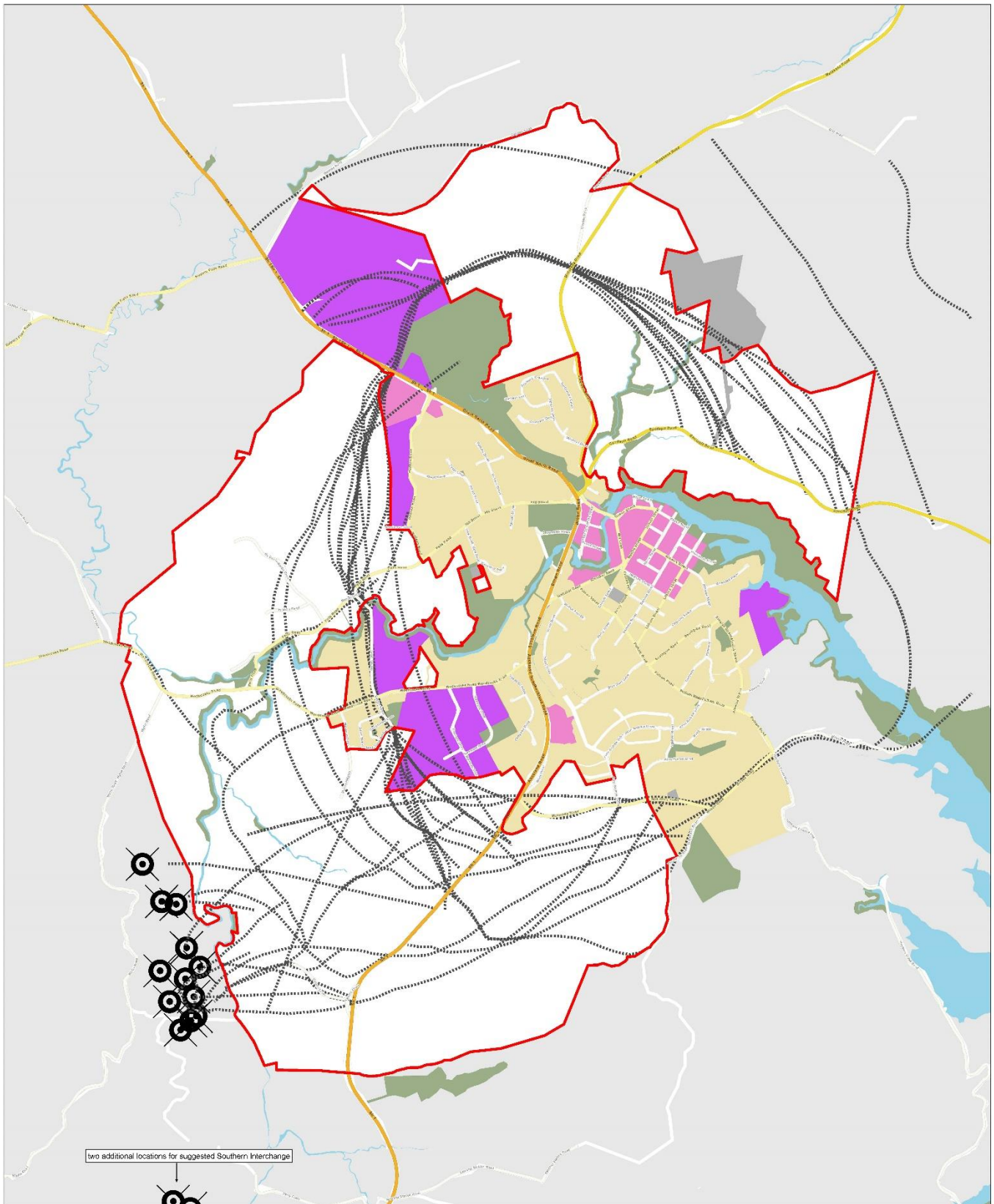
Suggested new major park locations (compiled from the community workshops in June)

- Suggested new Major parks
- Residential Zones
- Open Space Zones
- Rural Zones
- Business Zones
- Industrial Zone
- Special Purpose Zone
- Coastal Zones



Scale @ A0 = 7,000 Date Printed: 10/08/2018

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



two additional locations for suggested Southern Interchange

**Suggested new transport links
(compiled from the
community workshops in June)**

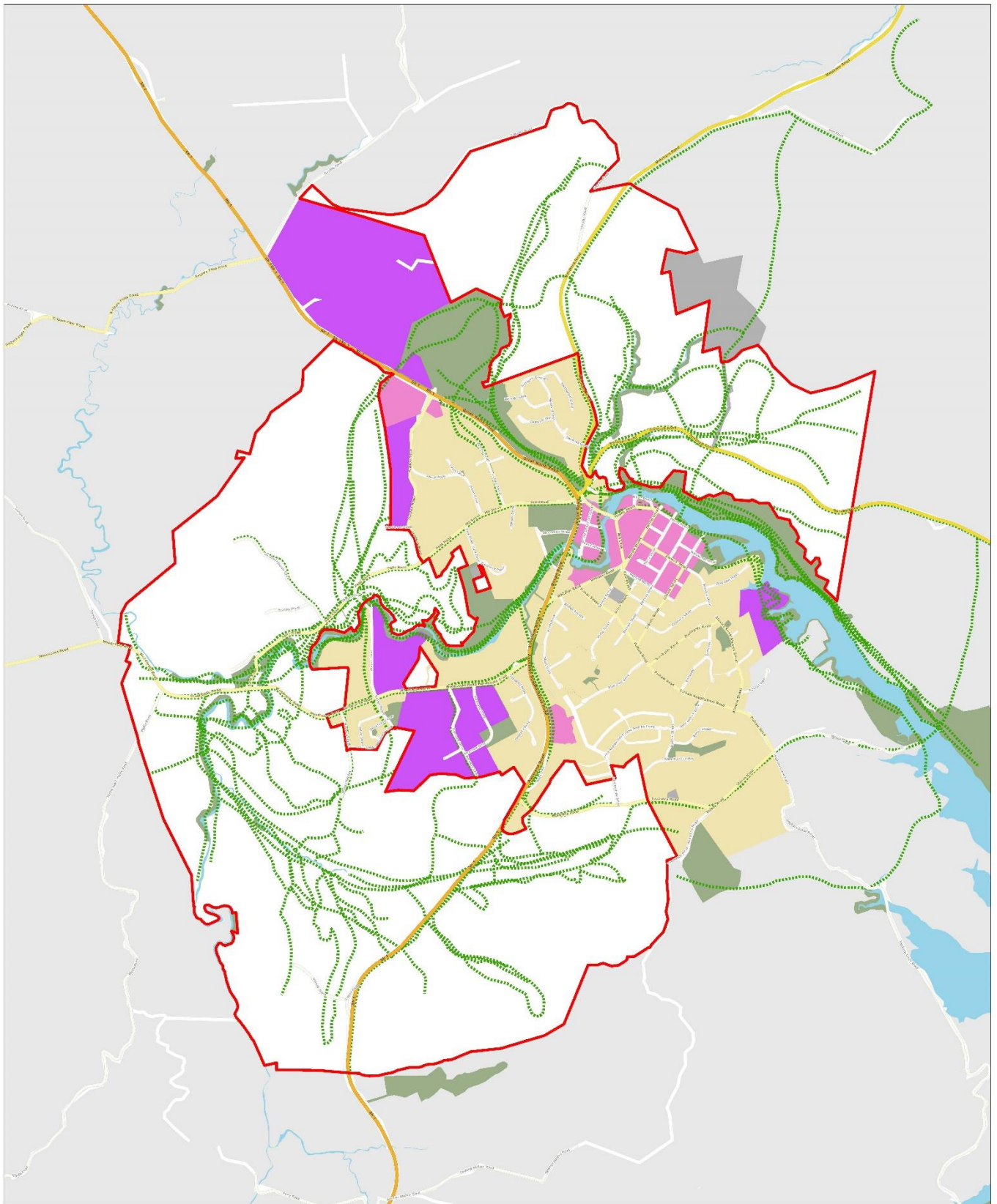
Scale @ A0
= 7,000

Date Printed:
10/08/2018

- Southern Interchange
- Suggested roads locations
- Residential Zones
- Open Space Zones
- Rural Zones
- Business Zones
- Industrial Zone
- Special Purpose Zone
- Coastal Zones



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



**Suggested new walkways/cycleways
(compiled from the
community workshops in June)**



- Suggested Walkways/Cycleways
- Residential Zones
- Open Space Zones
- Rural Zones
- Business Zones
- Industrial Zone
- Special Purpose Zone
- Coastal Zones

Scale @ A0
= 7,000



Date Printed:
10/08/2018



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


Appendix 3 - Project newsletter (June 2018)

Warkworth Structure Plan project news


June 2018 issue




Have your say

 Have your say in shaping Auckland's future together.

 warkworthstructureplan@aucklandcouncil.govt.nz

 aucklandcouncil.govt.nz/haveyoursay

 phone 09 301 0101

 #futurewarkworth

 #futurewarkworth



Information

Thank you for your great response to our consultation on the Warkworth Structure Plan in April. We received over 200 pieces of written feedback and comments from our consultation events.

You gave us some useful comments on our topic papers and we were able to draw out some themes of what you value as Warkworth grows.

A summary of the consultation feedback can be found on our project webpage aucklandcouncil.govt.nz/haveyoursay

We also received feedback on our topic papers. Our specialists have reviewed the papers and have updated them where required. The updated topic papers are available on the project webpage aucklandcouncil.govt.nz/haveyoursay

The structure plan process

Public consultation (April)

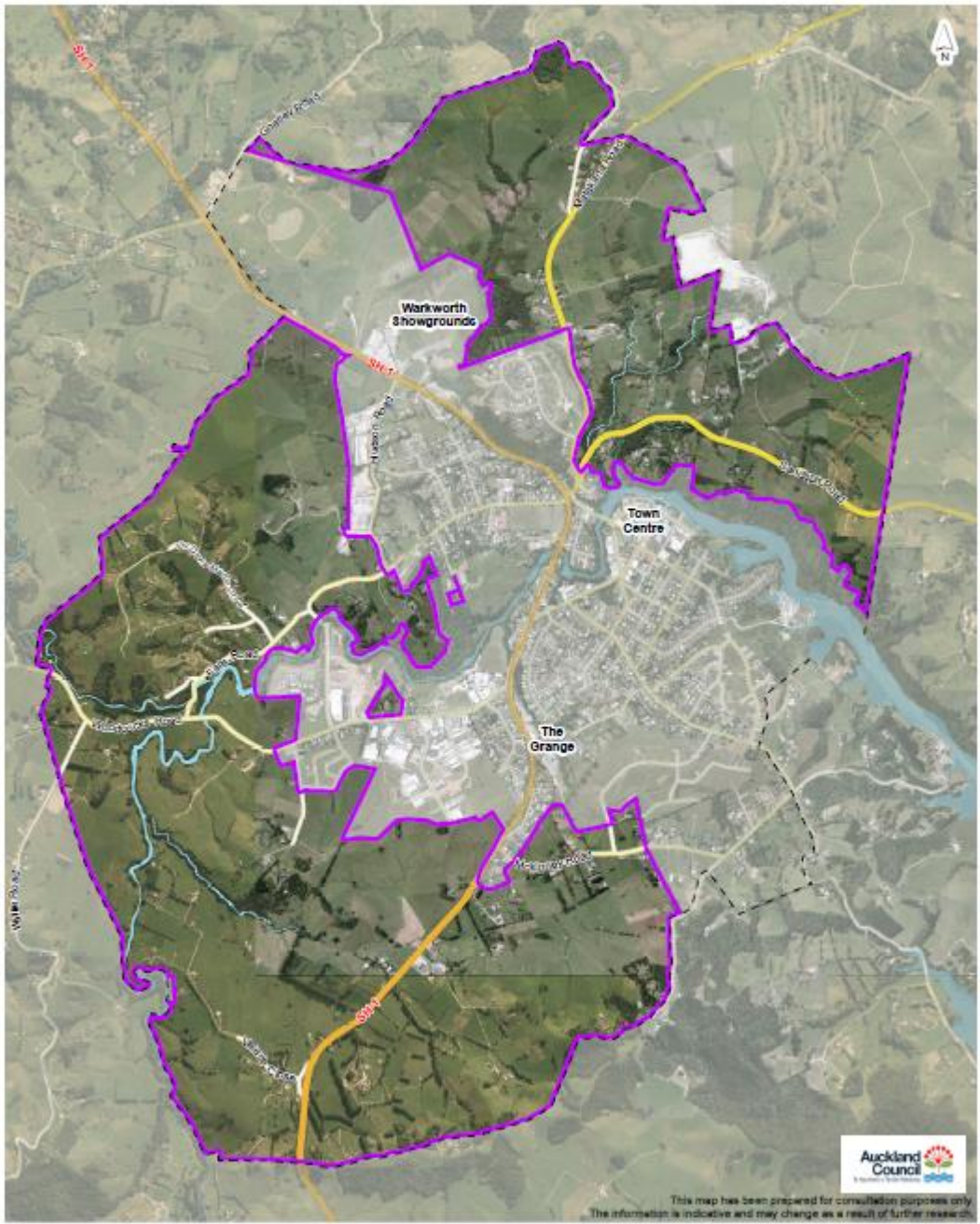
Community structure plan workshops (June)

Preparation of draft plan

Public consultation on draft plan (November)

Adoption of structure plan (early 2019)

Warkworth Structure Plan area



--- Rural Urban Boundary (RUB)

— Study area

How can I get involved?

We are keen to hear the community's ideas on how the land uses and infrastructure might be laid out for the Future Urban zone surrounding Warkworth. The Warkworth Structure Plan team invite anyone with an interest in the future of Warkworth to participate in one of the upcoming Community Structure Plan Workshops. These will be facilitated sessions where you can create a map of where you would like to see the different land uses (e.g. residential, business, parks) and supporting infrastructure in Warkworth's future expansion area.

The workshops will be identical sessions, so you only need to attend one in the Warkworth Town Hall at the following times:

- Thursday 28 June 6pm – 9pm
- Saturday 30 June 9am – 12pm

Please register your interest for the workshops via aucklandcouncil.govt.nz/haveyoursay or by emailing warkworthstructureplan@aucklandcouncil.govt.nz

What's next?


After the workshops in June the structure plan team will review all the ideas generated. A follow up meeting will be held in July/ August to summarise for you the main results and to outline some of the emerging preferred transport options for Warkworth. The structure plan team can then work with internal specialists to further analyse the feedback and come up with a draft structure plan.

Once the draft plan and its supporting information is complete, we will put the draft out for public feedback.

Need more information?


Go online to aucklandcouncil.govt.nz/haveyoursay or get in touch with the project team at warkworthstructureplan@aucklandcouncil.govt.nz or phone 09 301 0101.

Have
your say

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Appendix 4 - Emails to stakeholders

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



Have your say



Planning for Warkworth's future growth

Thank you for your great response to our consultation on the Warkworth Structure Plan in April. We received over 200 pieces of written feedback and comments from our consultation events.

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Warkworth Future Urban Zone

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



Have your say



Reminder: Upcoming Community Structure Plan Workshops

Thank you for signing up to receive ongoing updates on the Warkworth Structure Plan. To view the latest update please [click here](#).

We notice you haven't registered for a Community Structure Plan workshop yet.

If you are interested in attending it would be great if we could have an idea of numbers beforehand so we can accommodate everyone.

Please read the information below and click on the registration links if you wish to attend.

Many thanks,
The Planning Team

[How can I get involved?](#)

We are keen to hear the community's ideas on how the land uses and infrastructure might be laid out for the Future Urban zone surrounding Warkworth. The Warkworth Structure Plan team invite anyone with an interest in the future of Warkworth to participate in one of the upcoming Community Structure Plan Workshops. These will be facilitated sessions where you can create a map of where you would like to see the different land uses (e.g. residential, business, parks) and supporting infrastructure in Warkworth's future expansion area.

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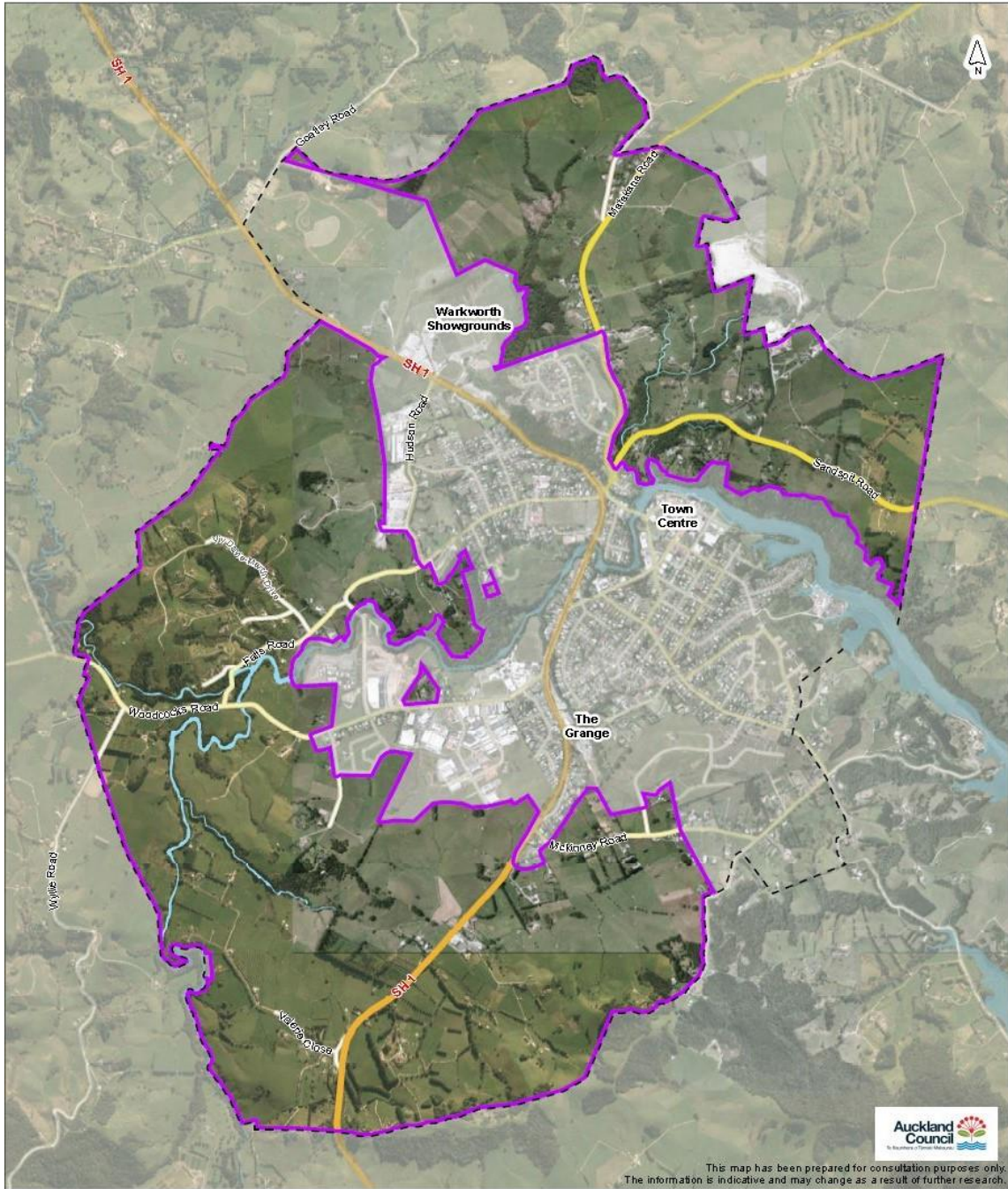
There will be pizza and light refreshments provided for all participants.

[What's next?](#)

After the workshops in June the Structure Plan team will review all the ideas generated. A follow up meeting will be held in July/August to summarise for you the main results and to outline some of the emerging preferred transport options for Warkworth.

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Warkworth Future Urban Zone



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

Aerial Base map

- Rural Urban Boundary (RUB)
- Study area

Scale @ A3
= 1:18,125



Date Printed:
3/03/2019



Appendix 5 - Advertisement in the Mahurangi Matters

YOU SAY

Email letters to editor@localmatters.co.nz

from previous page

quickly give up anything that will make them more accountable to local communities. What have our local board members achieved to give them authority to spend more of Rodney's rates on our transport problems, and to show us where our rates go to prove that? Our councillor puts up a good fight on our behalf, but he and other like-minded councillors are outnumbered by the Mayor's central city voting bloc. So, think about this when you vote again next. Who's standing for us, and who's standing for themselves? And how do we ensure smaller (minority) communities get a fair deal when they are dominated by the (majority) communities seeking to benefit themselves from the growing citification of our landscape.

William Foster, Leigh (abridged)

Triple whammy

Mayor Goff's announcement that some (but not all – good on you Cr Greg Sayers for voting against it) Auckland councillors have voted to apply an 11.5 cents per litre fuel tax to the whole region is not only premature but arrogant in the extreme and makes a mockery of our democratic Parliamentary system. This tax is not even legal yet as the enabling legislation has not yet been passed. The bill has only just been reported back to Parliament and has yet to survive two more debates in the House before it becomes law. Imagine how much egg Goff will have on his face if just one of the coalition partners decides not to support it. Either NZ First or the Greens could scuttle it if they truly had their populations' interests at heart. No doubt Goff has spent many hours bending the collective ears of his Labour buddies over this and it makes you wonder just who is running the country. If Auckland Council cannot

make their books balance and provide the necessary basic infrastructure for Auckland then they should first be looking to the other side of their ledger and cutting out some of the many extravagances from their programme before dipping into the public purse for more money.

With the Rodney Local Board having recently opted for a targeted rate, plus the regional fuel tax and the government's proposed increase in excise tax (both of which will hit us in North Rodney harder than our city counterparts as we have no public transport system to speak of), we in North Rodney are facing a triple whammy. Many will no doubt face considerable financial stress.

Bill Townson, Scotts Landing (abridged)

In defence of rats

In a letter arguing for the protection of the wallabies on Kawau, your correspondent says that they should not be treated like rats (*MM May 16*). Perhaps it is not unreasonable to ask why rats ought to be treated less humanely than wallabies? Rats have social structures and exhibit altruism that vies with and frankly exceeds that of some humans. I am as ready as the next person to fly into a rage when I see that a rat has found the avocado high up our tree and half eaten it before I even knew it was there. Difficult as it is to accept, that is not the rat's fault. It is suggested we ought to take it easy on wallaby because they have been here for over 150 years. Rats have been here much longer than that. Based on the logic expressed, there is not a very good case for retaining white humans, whose environmental damage and habitat destruction since they arrived is truly monstrous in scale.

Bruce Rogan, Mangawhai

Waka mistake as log uncovered

After a month of intensive excavation, locals were proved correct when the so-called waka discovered in Puhoi was, in fact, confirmed to be a log.

The 17-metre long kauri tree trunk was discovered by contractors during piling on April 16 and work immediately stopped so archaeologists could investigate.

Initially they believed it be a partially constructed waka but after completely uncovering the object late last month this theory was discarded. Project archaeologist Dr Sarah Phear says the log was modified at some point, but their interpretation of this has changed.

"There is evidence of stones and rocks wedged into the wood to try and split parts off and cut edges, but they aren't consistent with waka carving," Dr Phear says. "There are branches and logs around the trunk that appear to have been placed deliberately, so it was likely being prepped for processing."

Hokai Nuku spokesperson Gena Moses-Te Kani was satisfied with the interpretation that it was not a waka but requested that it be buried where it was found. Consequently, it has been put back a couple of metres from where it was discovered and work on the motorway has continued around it.

Planning for Warkworth's future growth



18 PHO-2018

Thank you for your great response to our consultation on the Warkworth Structure Plan in April. We received over 200 pieces of written feedback and comments from our consultation events.

You gave us some useful comments on our topic papers and we were able to draw out some themes of what you value as Warkworth grows.

A summary of the consultation feedback can be found on our project webpage aucklandcouncil.govt.nz/have-your-say

The next stage of the structure plan project is for the community to come up with some ideas on how the land uses and infrastructure might be laid out for the Future Urban zone surrounding Warkworth. The team invites anyone with an interest to take part in one of the upcoming Community Structure Plan Workshops.

These will be facilitated sessions where you can create a map of where you would like to see the different land uses (e.g. residential, business, parks) and supporting infrastructure.

The workshops will be held soon and we'll keep you posted via a project newsletter

Please register your interest for the workshops via aucklandcouncil.govt.nz/have-your-say or by emailing warkworthstructureplan@aucklandcouncil.govt.nz

- ✉ warkworthstructureplan@aucklandcouncil.govt.nz
- 📍 aucklandcouncil.govt.nz/have-your-say
- ☎ phone 09 301 0101
- 🐦 #futurewarkworth
- 📘 #futurewarkworth



Appendix 6 - Community workshop poster

Have your say

Warkworth Structure Plan Community workshops



The Warkworth Structure Plan team invite anyone with an interest in the future of Warkworth to participate in one of the upcoming Community Structure Plan Workshops. These will be facilitated sessions where you can create a map of where you would like to see the different land uses (e.g. residential, business, parks) and supporting infrastructure in Warkworth's Future Urban zone.

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Pizza and refreshments provided for participants

Have your say in shaping Auckland's future together.

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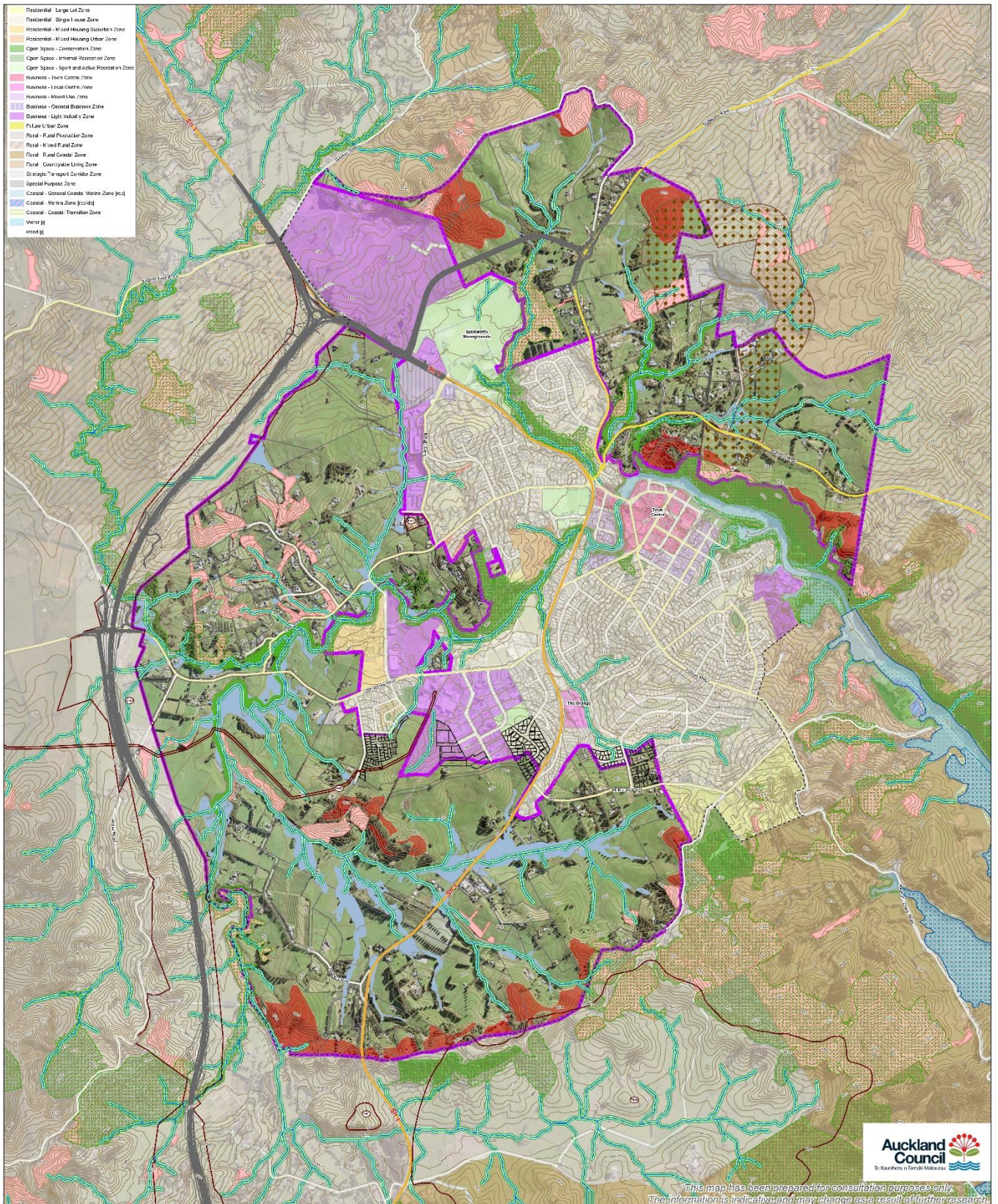
☎ phone 09 301 0101

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📘 #futurewarkworth



Appendix 7 – Constraints map



Constraints

Scale @ A0 = 7,000

Date Printed: 14/06/2018

Indicative Coastline (i)
 Rural Urban Boundary (RUB)
 Streams
 5m Index Contour Interval
 Riparian (10m stream buffer)
 Significant Ecological Areas Overlay - Terrestrial (r/d/p)
 Significant Ecological Areas Overlay - Marine 1 (r/c)
 Significant Ecological Areas Overlay - Marine 2 (r/c)

Designations
 6789 - Puhio to Warkworth RONS
 7501 - Telecommunication and radiocommunication and ancillary purposes
 9101 - Taupaki to Topuni Gas Pipeline
 9374 - Sanderson Road Water Treatment Plant
 Quarry Buffer Area Overlay
 Bush protection covenants
 Floodplain


Open Space - Conservation Zone
 Open Space - Informal Recreation Zone
 Granted Resource Consent scheme plans
 Study Area
 Puhio to Warkworth motorway alignment - Matakana Link Road
 Recommended Landscape Buffer areas - subject to development controls to protect key features. The Matarangi over-escarpment & ONLY the sequence of ONLSs & Hills near Avicé Miller reserve & Thompson road, and other visually significant hills, ridges and stands of bush



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

Appendix 8 – Drawing key

DRAWING KEY

	Low density residential
	Medium density residential
	High density residential
	Centres
	Industrial
	Parks
	Schools
	Areas for protection and/or planting (bush)
	Streams/water
	Main walking/ cycling routes
	Existing roads
	Main proposed roads
	Study area
	Other (please label what it is)

Appendix 9 – High level land use requirements

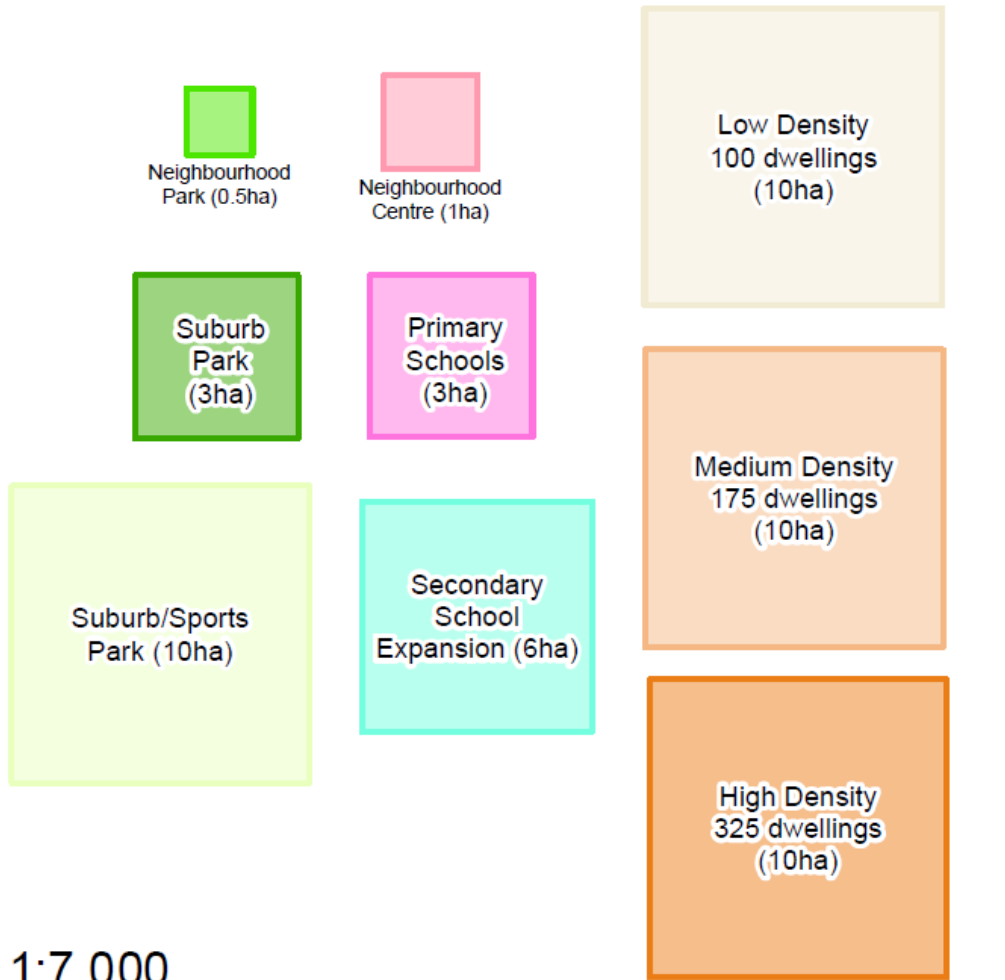
High level summary of Warkworth's anticipated land use requirements in the Future Urban zone

Around...

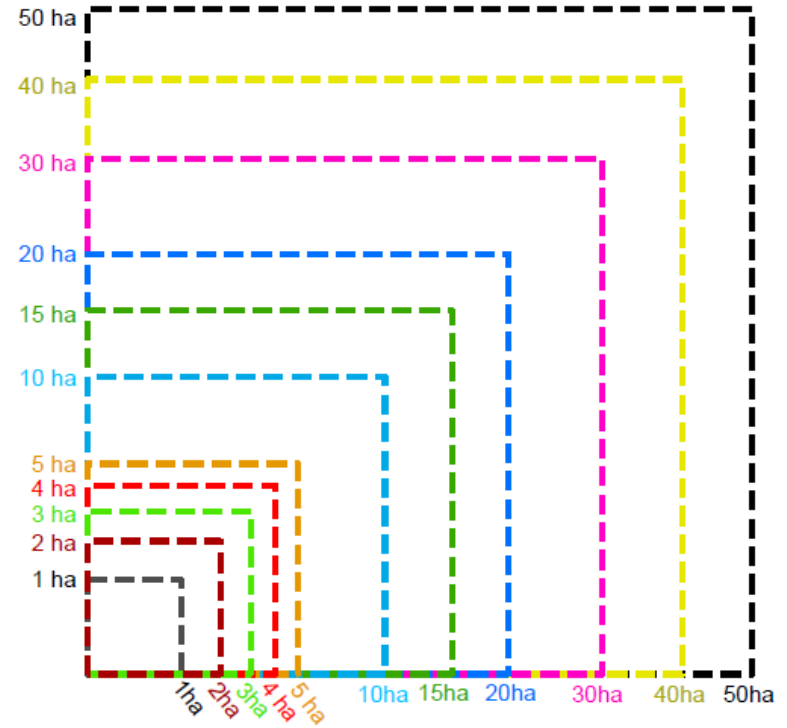
- 7,500 dwellings
- Up to 95ha of additional industrial land
- 3 Neighbourhood Centres
- 1 Sports park
- 2 Suburb parks
- 16 Neighbourhood parks
- 1 Secondary school expansion
 - (ie. a senior and a junior high school)
- 2 Primary schools

Appendix 10 – Measuring tool

Approximate unit sizes



Measuring tool



Appendix 11 – Planning principles

High density residential
(Terraced Houses and
Apartment Buildings)



Medium density residential (Mixed Housing)



Low density residential (Single House)



Neighbourhood Centre



Neighbourhood Park



Suburb Park



Sports Park



Residential location principles

Higher residential intensities in areas close (approx. <400m) to:

- centres
- public transport network
- large social facilities
- education facilities
- tertiary education facilities
- healthcare facilities
- open space

Medium residential intensities in areas within moderate walking distance (approx. <800m) to:

- centres
- public transport
- social facilities
- open space

Provide for a **range** of housing types

Lower residential intensity in areas:

- that are not close to centres and public transport;
- that are subject to high environmental constraints;
- where there are natural and physical constraints
- where there is an existing suburban area with an existing neighbourhood character.

Avoid intensification in areas:

- where there are significant natural and physical constraints
- that are subject to significant natural hazard risks

Industrial location principles

Supply industrial land which is:

- relatively flat
- has efficient access to
 - freight routes
 - rail or freight hubs
 - ports and airports
- and can be efficiently served by infrastructure

Manage reverse sensitivity effects by preventing inappropriate sensitive activities (e.g. high density residential, schools) locating adjacent to industrial zones



Centre location principles

- Spaced away from other centres
- Surrounded by higher density residential areas
- Integrated with transport routes

Neighbourhood parks

- Within 400m walk of most residents

Suburb and Sports parks

- Relatively flat land is preferable
- Within 1km walk of most residents
- Locate in a prominent location to help form the identity of a suburb
- Note –provides Neighbourhood park function for immediately neighbouring residential areas

Schools

- Connected to walking, cycling, public transport
- Even distribution of current & planned schools
- Consider ability to co-locate with other social infrastructure
 - eg with community and sports facilities

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

