

# Warkworth Structure Plan

## Response to feedback on draft plan

May 2019



Prepared by Ryan Bradley  
Plans & Places Department

# Table of Contents

Table of Contents.....	2
Executive Summary .....	4
1 Introduction.....	5
2 Requests and queries from feedback and the structure plan response .....	5
2.1 Scope of the Warkworth Structure Plan .....	5
2.1.1 Why is the structure plan requiring so much growth in Warkworth? .....	5
2.1.2 The plan should shift the Rural Urban Boundary.....	6
2.1.3 The plan should cover the existing town centre and ‘live’ zoned area of Warkworth ..	7
2.1.4 The plan should cover other surrounding settlements.....	8
2.2 Indicative zoning pattern in the structure plan .....	8
2.2.1 The plan has too much low density residential zoning.....	8
2.2.2 Why are high density residential zones being proposed in Warkworth? .....	9
2.2.3 Why aren’t the new high density residential areas going around the existing town centre? 10	
2.2.4 Why is it necessary to ‘protect’ the Morrison’s Orchard through the structure plan?. 10	
2.2.5 Can you change the zoning in the structure plan on my site? .....	11
2.2.6 Why has the Viv Davie-Martin Drive area not been downzoned to Large Lot or Countryside Living? .....	15
2.3 Business land zonings .....	15
2.3.1 There is too much industrial land proposed and it will turn Warkworth into an ‘blue collar’/‘industrial town’ .....	15
2.3.2 The plan should provide for other highly skilled employment land such as technology and research.....	16
2.3.3 The industrial land is too fragmented .....	17
2.3.4 Shift the Rural Urban Boundary and provide new industrial land to the north around Kaipara Flats Road .....	18
2.3.5 The plan should provide for other employment zones.....	20
2.3.6 The plan should show additional small centres .....	20
2.3.7 The plan should identify more land for Large Format Retail.....	21
2.3.8 Industrial zones (especially the Heavy Industry zone) should not be located next to streams or residential land .....	22
2.4 Staging of development .....	23
2.4.1 Requests to bring development areas forward to 2022 or push out/retain areas .....	23
2.5 Transport network.....	27

2.5.1	Requests to change the alignment of arterial roads .....	27
2.5.2	Issues around the potential southern interchange .....	28
2.5.3	The Matakana Link Road should link up with the motorway .....	29
2.5.4	Fix the Hill Street intersection .....	29
2.5.5	The plan should cover the provision of car parking in the town centre .....	29
2.5.6	The plan should be clearer around the prioritisation of walking and cycling .....	30
2.5.7	Requested changes to the Collector road network.....	30
2.6	Social facilities and parks.....	30
2.6.1	The plan should show the locations of new schools.....	30
2.6.2	The plan should cover what health facilities will be built and where .....	31
2.6.3	The plan should show a new pool and leisure centre/gym .....	32
2.6.4	The area for the indicative sports park is unsuitable due to flooding .....	32
2.6.5	The plan should look outside the Rural Urban Boundary for more suitable land for parks	32
2.6.6	The plan should provide for specific facilities on parks.....	33
2.6.7	Various new parks locations suggested .....	33
2.6.8	There should be much more open space .....	34
2.6.9	The parks network should be focused on the river and stream network.....	34
2.6.10	The schools and parks should be located next to each other .....	34
2.6.11	The plan should show an emergency services hub.....	35
2.7	The Green Network .....	35
2.7.1	The Green Network should be larger and more generous.....	35
2.7.2	How do you manage ecological outcomes with potential public access? .....	36
2.7.3	Who maintains the Green Network? .....	36
2.7.4	The Green Network is not accurately mapped .....	37
2.8	Other issues from feedback .....	38
2.8.1	The Viv Davie-Martin Drive area cannot accommodate a Single House zoning .....	38
2.8.2	Protect more heritage items .....	38
2.8.3	The landscape screening areas around the Northern entrance are not necessary ...	38
2.8.4	The potential buffering/screening area from the motorway is not required .....	39
2.8.5	Reduce the landscape control area opposite the town centre .....	39
2.8.6	Can infrastructure be provided before growth occurs? .....	40
3	Next steps.....	41

## Executive Summary

The Warkworth Structure Plan project seeks to develop a land use and infrastructure plan for the 1,000ha of Future Urban zoned land that surrounds Warkworth. During February and March 2019, a draft version of the plan was released for public feedback. A total of 219 pieces of feedback on the draft plan were received. A summary of the consultation initiatives and details on the feedback received is covered in a separate report titled *Engagement summary on the draft plan (May 2019)*.

The purpose of this report is to outline a number of the main themes/requests from the feedback and why the final structure plan incorporates some changes from feedback and why other requested changes have not been incorporated.

The themes are grouped under the following headings in the report:

- Scope of the Warkworth Structure Plan
- Indicate zoning pattern in the Structure plan
- Business land zonings
- Staging of development
- Transport network
- Social facilities and parks
- The Green Network
- Other issues from feedback

# 1 Introduction

The Warkworth Structure Plan identifies a land use and infrastructure pattern for the 1,000ha of Future Urban zoned land that surrounds Warkworth.

During February and March 2019, a draft version of the plan was released for public feedback. The consultation included drop in days at the Warkworth Town Hall, an event stand and sausage sizzle outside the Warkworth New World supermarket, and a number of community group meetings. A total of 219 pieces of feedback on the draft plan were received. A summary of the consultation initiatives and details on the feedback received is covered in a separate report titled *Engagement summary on draft plan (May 2019)*.

The purpose of this report is to outline the main themes/requests from the feedback and why the final structure plan incorporates some changes from feedback and why other requested changes have not been incorporated.

## 2 Requests and queries from feedback and the structure plan response

### 2.1 Scope of the Warkworth Structure Plan

#### 2.1.1 Why is the structure plan requiring so much growth in Warkworth?

Some feedback queried why the structure plan identified Warkworth to grow from around 5,000 residents to around 25,000 – 30,000 residents over the next 30 years.

Warkworth was identified in the 2012 Auckland Plan (the strategic vision for Auckland) as one of two Satellite Towns in the region, along with Pukekohe. The Satellite Towns were envisaged to function semi-independently and provide a range of services to surrounding rural areas. They were to be the focus of residential and employment growth outside the main urban area of Auckland. Furthermore, there would also be well managed expansion into greenfield areas which was an efficient and effective means to prevent excessive development pressure in the rural hinterland. The plan showed a Greenfield Area for Investigation around Warkworth as to where this growth might occur.

The Auckland Unitary Plan (Operative in Part) 2016 (**'Auckland Unitary Plan'**) followed up on the Greenfield Area for Investigation around Warkworth and identified specifically where the new Rural Urban Boundary should be located and where the Future Urban zoned land would be. The outcome of this process was that around 1,000ha of Future Urban zoned land was identified around the existing town.

The Auckland Plan was recently reviewed and the revised Auckland Plan 2050 (2018) re-confirms Warkworth as a Satellite Town stating that significant residential and employment growth is

expected over the next 30 years with the greenfield land around the town potentially accommodating around 7,500 additional dwellings, or an additional 20,000 people.

It is noted that the Auckland Plan and the Auckland Unitary Plan processes involved the public and were open for feedback/submissions. During these processes the various arguments for and against urban growth around Warkworth were heard. After hearing the evidence, it was decided to retain Warkworth as a Satellite Town and to zone a large area around it for future greenfield growth.

The structure plan project itself is not requiring Warkworth to grow, but rather it is responding to the decisions and direction already set through the Auckland Plan and the Auckland Unitary Plan. The structure plan is simply a way to organise and plan for the anticipated growth by creating a pattern for the different land uses and supporting infrastructure in the Future Urban zone.

It is also useful to note that the Future Urban zone around Warkworth will be developed over a long period of time (i.e. it won't all be developed in the next 10 years). The Future Urban Land Supply Strategy and the structure plan set out the sequencing of development with the first areas of the Future Urban zone being development ready from 2022 and the last areas being development ready between 2033-2037.

### **2.1.2 The plan should shift the Rural Urban Boundary**

There were several feedback comments suggesting that the structure plan should not be limited to considering the Future Urban zoned land with the existing Rural Urban Boundary, but that it should review the location of the Rural Urban Boundary to extend it (most common feedback) or retract it (less common). In most cases the feedback that was seeking the Rural Urban Boundary to be extended was not linked to a general desire for Warkworth to be even larger but related to the view that there was not enough suitable land within the Rural Urban Boundary for either new industrial developments (see section 2.3.4) or large sports fields (see section 2.6.5).

The purpose of the Rural Urban Boundary is to give certainty to the public, developers and infrastructure providers as to where urban development will occur in the next 30 years. It is also to give certainty to the public and rural landowners as to where urban development will *not* occur and therefore enable rural landowners to confidently make investment into productive rural uses. Because of this, the Rural Urban Boundary is not something that the council wishes to regularly amend (which would bring with it more uncertainty). Rather, the council seeks to review the Rural Urban Boundary in conjunction with the monitoring required under the National Policy Statement on Urban Development Capacity. If a shortage of development capacity is identified, then the council can provide additional capacity through rezoning for intensification and/or shifting the RUB to expand the urban area.

The Rural Urban Boundary was set through the Auckland Unitary Plan process. This process involved public submissions, hearings and recommendations from an Independent Hearings Panel.

The Rural Urban Boundary was only finalised in 2016 and the Warkworth Structure Plan beginning in 2018 was considered too early to begin this process again.

It is also relevant to add that the Rural Urban Boundary and Future Urban zone around Warkworth is already relatively large with around 1,000ha of Future Urban zoned land. This is anticipated to accommodate employment land and around 7,500 new dwellings (there are currently around 2,100 dwellings in Warkworth). It is noted that the feedback on the draft structure plan highlighted some concerns about the amount of growth coming to Warkworth (see section 2.1.1) and the idea of extending the Rural Urban Boundary further would only add to that concern.

### **2.1.3 The plan should cover the existing town centre and 'live' zoned area of Warkworth**

Some feedback queried why the existing town was not included in the study area and why the existing 'live' zones were not up for debate during this project.

It needs to be stressed that the structure plan project did consider the existing Warkworth town area. This is explained in section 2.4 of the Warkworth Structure Plan. While the structure plan project focusses specifically on the Future Urban zone, it was not prepared in a vacuum. The land uses in the Warkworth Structure Plan were prepared recognising and acknowledging the existing town of Warkworth. The infrastructure networks required to service the growth were planned to accommodate not just the Future Urban zone, but also the existing town.

The new residents and businesses that settle in the Future Urban zone will be a part of Warkworth. The Future Urban zone builds on Warkworth, expanding the town rather than creating a separate and distinct area. This is particularly the case with the Warkworth town centre which will remain the primary centre for the town even with the growth in the Future Urban zone. The structure plan seeks to weave the new urban areas back into the fabric of the existing urban area. Special attention has been given to the type of land uses at the interface of the existing urban area and the Future Urban zone.

In some specific cases, the structure plan map identifies small areas of undeveloped 'live' zoned land on the edge of the Future Urban zone that could be investigated further to see if they are suitable for a zone change to better integrate the existing developed area with the future greenfield growth. Apart from this, the structure plan has not undertaken a wholesale review of the 'live' urban zones of Warkworth. The reason for this is that these zones were the subject of a full review through the Auckland Unitary Plan process between 2013 and 2016. This process enabled public submissions, hearings and recommendations by an independent panel, and some limited scope for appeals on the decision of the council. There were 78 submissions seeking urban rezonings around Warkworth during this process and the current 'live' zones are a result of the consideration of these submissions.

The structure plan project focussed on the Future Urban zone and intentionally did not seek to open up a wider debate on the zonings in the existing urban area (that had just recently been

settled on). This was due to concerns around scope creep (that the main focus of the structure plan on the Future Urban zone would be side-tracked) and the potential to undermine public confidence in the planning process (by continuously reviewing zoning decisions).

The Warkworth Structure Plan does acknowledge (in section 4.6 of the structure plan document - 'Possible further work outside the scope of the structure plan') that in the future it would be useful to undertake a separate exercise to review the 'live' zoned land in the existing Warkworth urban area.

#### **2.1.4 The plan should cover other surrounding settlements**

There was some feedback seeking that the plan also cover other settlements in the wider area such as Snells Beach. The Warkworth Structure Plan project focusses on developing a land use plan and the supporting infrastructure for the 1,000ha of Future Urban zone surrounding Warkworth. Enlarging the scope of the plan to cover other outlying settlements (Snells Beach is around 5km away) would be stretching the scope of the plan and distracting from its main focus.

Other spatial planning initiatives for other surrounding settlements will occur as separate projects to the Warkworth Structure Plan. It is noted that the Future Urban zone in Snells Beach (around the Algies Bay area) is anticipated to be 'development ready' in the council's Future Urban Land Supply Strategy between 2023-2037. A structure plan process for this Future Urban zone will occur a few years before it is to be development ready.

It is noted that the structure plan did consider the surrounding area when looking at issues such as business land supply, traffic modelling and other infrastructure networks.

## **2.2 Indicative zoning pattern in the structure plan**

### **2.2.1 The plan has too much low density residential zoning**

There was split feedback on the low-density zones shown in the draft structure plan but the most common response was that low density zonings (particularly the Residential Large Lot and Residential Single House zones) are too prevalent across the plan. There was a desire to use the Future Urban zone efficiently to limit further urbanisation of rural land in the longer term and to enable affordable homes.

The structure plan has generally followed the approach of using the Mixed Housing Suburban zone as the 'default' residential zone and increasing or decreasing the density as access to amenities or the site specific constraints dictate. Lower intensity residential areas are located in places that are not close to centres and public transport, subject to high environmental constraints or natural and physical constraints, or where there is an existing suburban area with an existing neighbourhood character. In the steeper areas around Warkworth, a lower density residential zone is used to minimise the scale of earthworks required (and therefore associated sediment generation).



In light of the zoning methodology outlined above, Warkworth's rural town character, the town's current residential density, and the structure plan's anticipated dwelling yield, it is not considered that the structure plan contains too much low density residential zoning.

It is also noted that the structure plan still signals a shift away from the historic residential density development pattern of Warkworth. The lower density residential zones make up just under half of the land in the Warkworth Structure Plan area and the higher density zones (including centres) make up 43%. This compares to the existing Warkworth urban area where 61% of the land is covered by lower density residential zones and only 9% is covered by the higher density zones (including centres and the Mixed Use zone).

### **2.2.2 Why are high density residential zones being proposed in Warkworth?**

Some feedback questioned why high density residential zones were being proposed for Warkworth as the feedback said that such developments were out of character for the town.

High density housing is not the dominant type of residential zone in the Warkworth Structure Plan. The structure plan zonings enable dwellings across a range of housing types as it utilises the full palette of Auckland Unitary Plan residential zones – from expansive sections to smaller apartments. This caters to the full lifecycle of residents and is consistent with the structure plan Planning Principle of providing “a range of housing options in Warkworth so that it is a place for people to live at all stages”.

The advantages of enabling some higher density residential developments in Warkworth is that they make more efficient use of land and infrastructure, increase the capacity of housing and enable residents to have convenient access to services, employment, education facilities, retail and entertainment opportunities, public open space and public transport. They also promote walkable neighbourhoods and increase the vitality of nearby centres. Higher density developments can also enable more affordable homes to be put on the market (as the land cost is a smaller percentage of the unit price).

The structure plan has generally followed the approach of locating higher residential intensity zones in areas closest to centres, the public transport network, large social facilities, education facilities, and open space. Medium intensity areas have also been provided within a moderate walking distance to these amenities.

The most significant area of higher residential density in the structure plan is located in the south. This is due to a combination of features in the south including flat land, the adjacent proposed local centre, a future public transport interchange, an indicative sports park, a possible new school site, a new arterial route, and a potential Ara Tūhono – Pūhoi to Warkworth Southern Interchange. Overall, only a small amount of the most intensive residential zone (the Terrace Housing and Apartment Buildings zone) is provided for in the plan (15ha or 2% of the structure plan area). A further 144ha (14%) is zoned Mixed Housing Urban.

By locating some higher density residential areas in the Future Urban zone around Warkworth it also enables lower density zones to be used in areas where there is a desire for a certain character or where various constraints are present while still achieving an overall dwelling yield for Warkworth in line with that anticipated in the Auckland Plan.

### **2.2.3 Why aren't the new high density residential areas going around the existing town centre?**

As discussed in section 2.1.3 of this report, a wholesale review of the zonings in the existing urban area of Warkworth was outside the scope of this project. However, in the future through a separate process the residential zonings around the Town Centre could be reviewed for their potential for 'up zoning'.

### **2.2.4 Why is it necessary to 'protect' the Morrison's Orchard through the structure plan?**

A number of respondents argued that the Morrison's Orchard did not warrant any special protections. The feedback stated that it would be an inefficient use of land and could create conflicts between other land uses in the future. There was also a view that the structure plan was not the correct method to decide on this issue and it could just continue to rely on existing use rights.

It is important to note that the retention of the Morrison's Orchard within the area around Warkworth to be urbanised was requested by the landowners (rather than being council initiated). The Morrisons have expressed a desire to continue orcharding on a portion of their Future Urban zone landholding in Warkworth instead of subdividing the land for some form of urban development.

The Morrisons' wish to diversify the orchard operation with activities that complement its core focus on growing heritage varieties of fruit. The expanded offerings could potentially include activities such as a café, children's play area, public rest rooms, orchard museum, animal petting, educational classes/visits, orchard tours, event hosting (e.g. weddings), a farmer's market, and additional parking areas. The existing shop could also be shifted to a more convenient and safe location and the range of products offered in the shop expanded. These details can be worked through during the plan change stage.

In terms of being an inefficient use of land, the Morrison's Orchard removes 16ha from urban development out of the 1,000ha of Future Urban zoned land around Warkworth. The Auckland Plan anticipated around 7,500 dwellings in Warkworth's Future Urban zone and the final Warkworth Structure Plan enables around 7,500 dwellings. The retention of the orchard does not undermine Warkworth's overall ability to accommodate the anticipated growth.

In terms of the potential for reverse sensitivity issues, the possible issues may be around noise, spray drift, vermin, and smells. The current practices used on the orchard already minimise these

issues and further methods to avoid reverse sensitivity could form part of future specific Auckland Unitary Plan provisions for this property. It is also noted that there is potential to internalise most effects due to the hill to the north, significant screening and shelterbelts to the south and west, and the current SH1 corridor to the east. The Morrisons' large land holding means that they control the northern boundary and have proposed hedging/shelter belts along this edge.

The Warkworth Structure Plan shows residential zonings around the site. However, much of the land to the west and north is zoned Large Lot which minimises the number of potentially impacted neighbours. The rest of the land around the orchard is zoned Mixed Housing Suburban which allows residential density but limits the height to two storeys, which enables the tall shelterbelt screening to be effective. The structure plan also indicatively shows a sports park near the orchard and there is also a possibility of a new primary school in this general area. Depending on design, the possible sports park and school could further mitigate any reverse sensitivity issues. An indicative road is also shown along the southern boundary of the orchard, providing some separation distance from adjoining land uses.

The structure plan is an appropriate method to consider the future of the orchard as it gives a high-level signal that the orchard has a place in the long-term future of Warkworth. The feedback on the draft plan demonstrated widespread support for the concept. While the orchard has existing use rights and theoretically could continue to operate as the area around it urbanises, these would not allow expansion of the activity as proposed above or give certainty to its continued operation.

### 2.2.5 Can you change the zoning in the structure plan on my site?

There were 83 comments seeking site or area specific zone changes. Generally, requests to change zonings were accepted where a compelling case was made to show that the rezoning was suitable in light of any site specific issues while also being consistent with the zoning principles in the plan and the overall land use layout sought for the of the wider town.

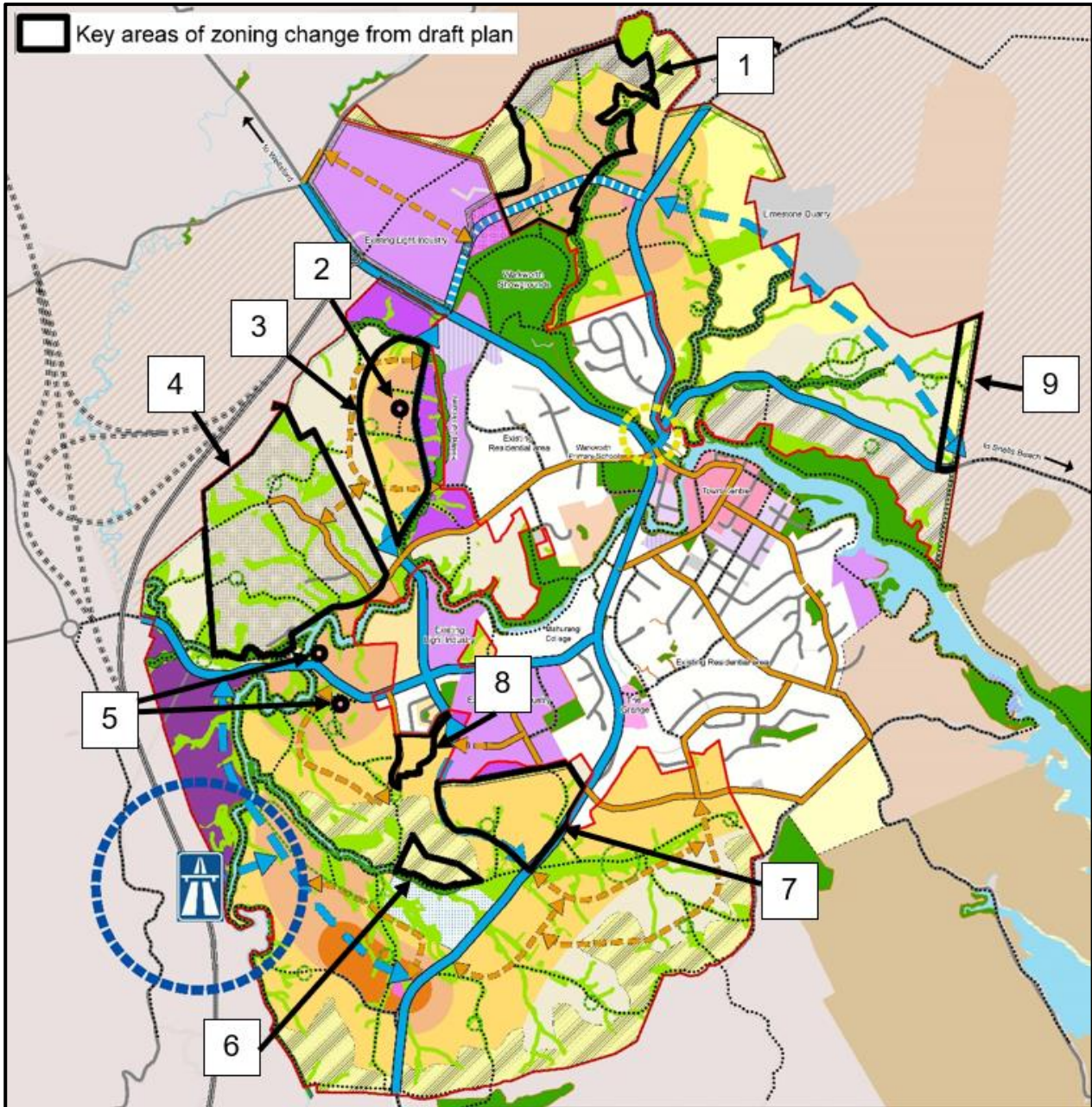
The key areas where zone changes have occurred between the draft structure plan and the final structure plan are outlined in the table in **Figure 1** below and identified on the map in **Figure 2** below. Other rezonings were not supported because they did not demonstrate adherence to the above matters. Some of the zoning requests that were not accepted are covered off more generally in other sections of this report.

Map #	Draft plan zone	New zone	Summary reasons
1	Large Lot	Single House/Mixed Housing Suburban	There was feedback from the landowners and the developer that the proposed Large Lot zone in the area north of the Warkworth Showgrounds is too extensive and is not required to protect the landscape. The developer stated that the ridgeline and spurs are not a significant landscape that would justify the Large Lot zoning. The developer has proposed a Single House

	Mixed Housing Suburban	Mixed Housing Urban	<p>zone around the edge with larger lots (e.g. 1,000m<sup>2</sup>) and areas of planting to manage this edge.</p> <p>This feedback is accepted in part and the structure plan zoning has changed to Single House along part of the ridgeline. However, some views (in particular from the Warkworth Showgrounds) are considered to still require the use of the Large Lot zone to ensure that the entire ridge and hilltop are not obscured by built development, and a spacious, more natural bushed environment dominates this bowl edge of Warkworth.</p> <p>The feedback from the landowner/developer was that due to this area's proximity to the Warkworth Showgrounds a higher density zoning would be more suitable. This is accepted, and the Mixed Housing Urban zoning has been applied, although with a landscape control (i.e. height) where three storey development could impact on views from the Warkworth Showgrounds.</p>
2	Single House	Neighbourhood Centre	<p>The feedback from the landowner/developer was that a small centre in this location would enable accessibility to a centre in the north west area and would not impact on the primacy of the Warkworth town centre (see section 2.3.6).</p> <p>A new Neighbourhood Centre in this location is accepted, subject to it being very small (i.e. less than 1,500m<sup>2</sup> GFA) to service the needs of a relatively constrained catchment, being the northern part of the residential area to the west, and the industrial zones to the east.</p>
3	Single House	Mixed Housing Suburban/Urban	<p>The feedback from the landowner/developer was that the land is capable of supporting higher density residential uses as the geotechnical issues would not preclude this.</p> <p>With the addition of a small centre as outlined above, it is accepted some further density is appropriate around this area.</p>
4	Single House	Single House	<p>Addition of overlay to increase the minimum site size (see section 2.2.6)</p>

5	Mixed Housing Urban	Neighbourhood Centre	This is shifting the western Neighbourhood Centre further south to the other side of Woodcocks Road, in light of the additional centre in the north west.
6	Orchard	Large Lot	The feedback from the landowner was that this area is steep land that is not actually part of the orchard operation (although it is part of the same property parcel). This steep land is part of the knoll feature in the south of Warkworth that has the Large Lot zone and landscape overlay on it. This steep land is therefore better suited to the Large Lot zone.
7	Light Industry	Mixed Housing Suburban	The feedback from the landowner was that the topography of the land would make feasible industrial development very difficult and that the industrial land would have a negative visual impact on the existing SH1 and residential areas to the east (see section 2.3.1). The landowner sought a rezoning to the Mixed Use zone. A rezoning from the Light Industry zone is accepted. However, the Mixed Use zone is not supported for this area as it enables retail activity with adverse consequences for the town centre (see section 2.3.5) and it enables high density housing that is not centred around the required amenities. Instead, the land is more suited to a residential zoning with an extension of the adjacent Mixed Housing Suburban zone being the most logical.
8	Single House	Mixed Housing Suburban	The feedback from landowner/developer was that the land shown as Single House currently has a resource consent that allows for a type of development more in keeping with the Mixed Housing Suburban zone (e.g. lot sizes). This is accepted, and the adjacent Mixed Housing Suburban zoning is suitable for this area.
9	Single House	Large Lot	The feedback from the adjacent rural landowner (and Federated Farmers) was that the rural/urban interface needs careful management to avoid reverse sensitivity issues arising. This is accepted and the zoning along this edge has been changed to the Large Lot zone to reduce the number of urban neighbours and the structure plan also indicates a landscape screening area along this boundary.

**Figure 1: Table of key changes between the draft and final structure plans**



**Figure 2: Map showing key changes between the draft and final structure plans**

Note that the final structure plan has drawn the zone boundaries in a more general way than the draft plan. These minor changes are not noted in the table or map above as a ‘rezoning’ as the structure plan zonings are high level and indicative only and will be refined through a later (more detailed) plan change process.

For a response to rezoning requests on the Viv Davie-Martin Drive area see section 2.2.6 of this report.

## 2.2.6 Why has the Viv Davie-Martin Drive area not been downzoned to Large Lot or Countryside Living?

Some feedback comments asked for the Viv Davie-Martin Drive area to be downzoned from the Single House zone shown in the draft plan. A number of comments requested some sort Countryside Living zone.

The Independent Hearings Panel made the recommendation in 2016 for this area to be included within the Rural Urban Boundary and the council accepted that decision. As outlined in section 2.1.2, the structure plan project does not review the location of the Rural Urban Boundary and therefore it is accepted as 'a given' that this area will be urbanised in some form in the future.

The Countryside Living zone is a rural zone and is not used inside the Rural Urban Boundary and therefore it is not a zoning option for land in the Future Urban zone.

There were also requests to rezone the area to the Large Lot zone (minimum site size 4,000m<sup>2</sup>). This zone was considered for this area, but it is noted that the Auckland Unitary Plan describes the Large Lot zone as only used in areas where there are specific landscape qualities, significant physical limitations, or no plans for reticulated services. It is not considered that these characteristics apply to the area (at all/strongly enough) to warrant this zoning.

However, while the final structure plan retains the Single House zone for the Viv Davie-Martin Drive area, it also adds an "Area for potential increase to minimum site size" overlay which would increase the minimum lot size from the standard 600m<sup>2</sup> to somewhere between 1,500m<sup>2</sup> – 2,500m<sup>2</sup> (exact size to be determined at the plan change stage). This is to reflect the compromised nature of this area to achieve standard urban development (i.e. fragmented land parcels, multiple different owners, covenanted bush areas, geotechnical issues, limited road access) and also acknowledges the current spacious residential amenity of the area.

## 2.3 Business land zonings

### 2.3.1 There is too much industrial land proposed and it will turn Warkworth into an 'blue collar'/'industrial town'

There was feedback on the draft plan that raised concerns around the perceived high amount of new industrial land proposed and that Warkworth would become an 'industrial town'. There was a concern that the plan was only providing 'blue collar' employment options in the future and other types of employment would require commuting out of Warkworth.

However, this perception is incorrect. In 2018 'blue collar'<sup>1</sup> jobs made up 44% of Warkworth employment. Based on the industrial zones in the draft plan this might be around 53% by 2043

---

<sup>1</sup> As a crude measure Light/Heavy Industry zone = "blue collar" and other zones are "white collar"

meaning an increased share of 'blue collar' jobs, although not enough that there should be concern about a changing 'flavour' of the town's economy. There would still be growth of 1,800 'white collar' jobs (vs 2,600 'blue collar'), which would not be evident from looking at the differently sized zoning areas on the structure plan map. The large areas on the structure plan map for the industrial zones are misleading as to the balance of jobs, given the different employment densities. It is also misleading because industrial zones are likely to (and have already) become more 'white collar' than historically so, with an emergence of technology and automated industries and gaining more highly skilled jobs.

However, due to site constraints (slopes and landscape issues), one area of industrial expansion has been removed from the final plan (see section 2.2.5). This reduces the amount of industrial land by around 25ha gross (leaving around 65ha gross). The Business Land Topic Report identifies that Warkworth will need up to 55ha net (around 95ha gross) of industrial land. It is noted that this is the very high end figure and under the lowest demand scenario the current 'live' zoned industrial areas can meet all the future industrial demand. Due to the difficulties in zoning industrial land once other activities are in place (reverse sensitivity, high land values) the draft plan leaned towards the higher end of the anticipated demand, zoning around 90ha for industrial land.

The council is concerned with safeguarding enough business land to support and balance residential supply. It is important to note that a key aim of the structure plan is to enable a high level of local employment so that commuting is discouraged. While the total employment yield in Warkworth will drop from the change from Light Industry zoning to residential in this area, it is noted that the jobs to dwelling ratio for the fully built out town (Future Urban zone and existing 'live' zones) will still be around 1.2 to 1. This is slightly lower than the existing ratio of 1.39 to 1 but it is still acceptable from an employment self-sufficiency perspective.

There are also various long term options outside the scope of the structure plan for additional employment land including further expansion and intensification around the Warkworth town centre and identification of suitable areas outside the Rural Urban Boundary when it is reviewed in the future. It is noted that the land between the new motorway and the Heavy Industry zone (outside the Rural Urban Boundary and zoned Rural Production) contains around 10ha of land that might be a suitable addition to the industrial area if no longer required for motorway purposes by the New Zealand Transport Agency<sup>2</sup>.

### **2.3.2 The plan should provide for other highly skilled employment land such as technology and research**

Some feedback requested business zones to support 'highly skilled' employment such as in technology or research.

---

Employment in the residential zone keeps the current blue:white ratio (roughly two thirds of employment identified in residential areas is blue, due to the dominance of construction employment registered to residential addresses. This is an approximate figure only given the geographic resolution Stats NZ publish data to).

<sup>2</sup> The motorway is currently under construction and NZTA cannot yet advise what adjacent land to the motorway will be required for its ongoing operation or for future projects.



The Light/Heavy Industry zones are in fact where those types of activities would be expected to locate. Other business zones such as the General Business zone are not required to provide those type of employment opportunities. The industrial zones are not limited to a 'low skilled', factory-type employment base. In fact, the industrial zones enable a wide range of activities (as permitted activities) including technology-based businesses, and the areas of industrial land proposed would readily and appropriately accommodate those type of activities.

### 2.3.3 The industrial land is too fragmented

A lot of feedback raised concerned about the layout of the proposed industrial zones, suggesting they were too fragmented and would be better located in a contiguous mass.

The benefits of that type of contiguous location were considered in deriving the locations arrived at in the draft structure plan, and for the most part the industrial zones proposed are contiguous, and border Warkworth's existing industrial zones. Three industrial areas in the draft plan are identified in **Figure 3** and are described below.

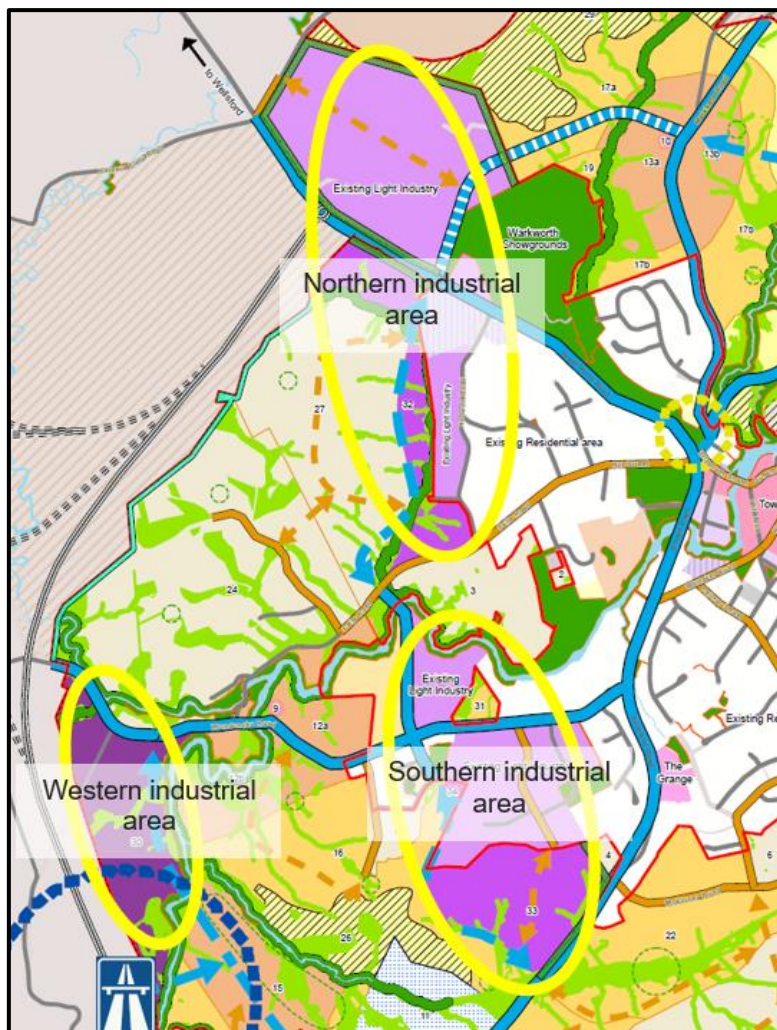


Figure 3: Industry zones distribution in the draft Warkworth Structure Plan

**The northern industrial area:** The industrial land layout extends along a north-south spine from the live zoned (but largely vacant) Goatley Road Light Industry zone in the north, to the established Hudson Road industrial area.

**The southern industrial area:** This includes two areas of live zoned land at the southern end of Mansel Drive (around Mitre 10) and immediately to the south around Morrison Drive. The draft plan proposed an extension to the Morrison Drive part of the area to the south. It is noted that the final version of the structure plan removes the extension to the southern industrial zone in response to the feedback around the site's suitability and the general opposition to the amount of industrial land proposed (see sections 2.2.5 and 2.3.1).

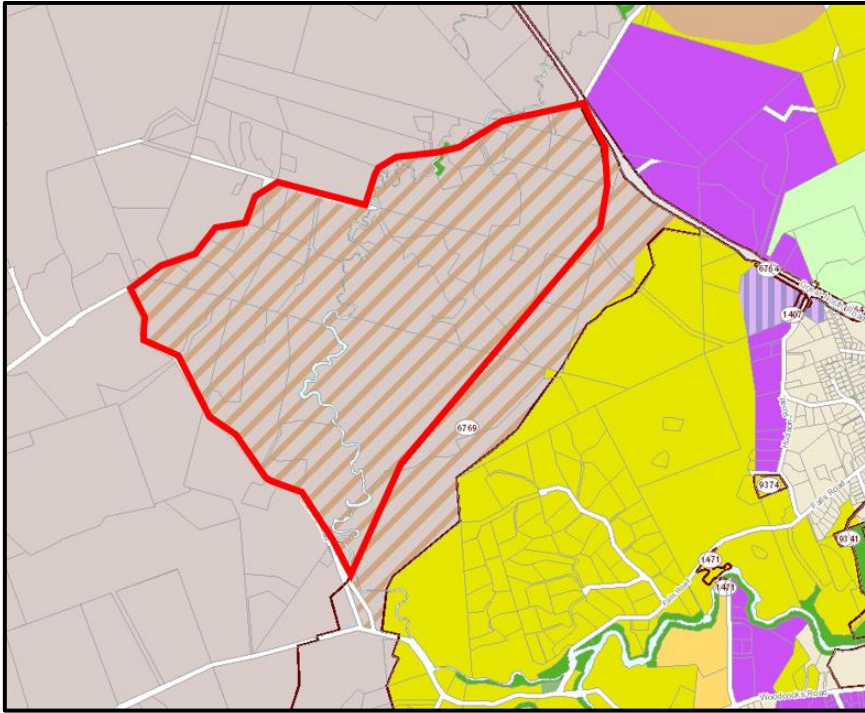
**The western industrial area:** This area is physically separate from the other two industrial areas and is proposed for industrial activity due to its relatively flat topography, open interface with the new motorway, and its proximity to the potential southern interchange with the new motorway. Flat land is scarce in Warkworth, but valuable for industrial activity, and so industrial was preferred to other potential activities in that western area even though it is not contiguous with existing industrial zones. It is separated from other land by the river and is buffered from sensitive land uses by a future 40m esplanade reserve and a 30m future upgraded arterial road.

There are various constraints in Warkworth to finding suitable locations for industrial zones. The industrial areas identified in the draft plan represented one of a relatively narrow range of possible location options that would provide sufficient employment land to support a workforce large enough to provide adequate local employment opportunities in the future.

The layout of the industrial zones proposed in the final structure plan is logical and minimises the number of different industrial areas established because the new zones are (with the exception of the western area) adjacent to existing industrial zones. The Western area has locational attributes that recommend it for industry and justify its non-adjacent location.

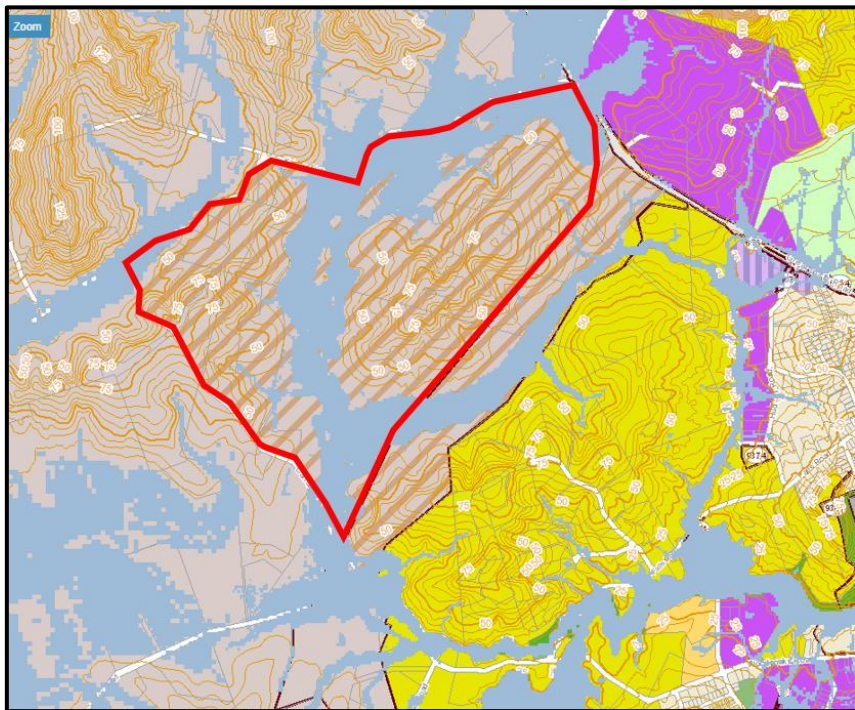
### **2.3.4 Shift the Rural Urban Boundary and provide new industrial land to the north around Kaipara Flats Road**

A number of respondents suggested that there is not enough suitable flat industrial land within the Rural Urban Boundary and that all the new industrial land should instead be located north of the new motorway, up to Kaipara Flats Road. This is roughly on the land identified on the map in **Figure 4** below outlined in red (outside the Rural Urban Boundary).



**Figure 4: Suggested location for industrial land outside the Rural Urban Boundary**

However, it is not clear why respondents favoured this area for industrial land as it contains many of the same constraints that respondents noted on the land within the Rural Urban Boundary. Notably it is adjacent to a river and is mostly sloping (with any flat land sitting under flood plains) as shown on the map in **Figure 5** below.



**Figure 5: Suggested location for industrial land showing contours and flooding constraints**

A general response around shifting the Rural Urban Boundary as part of the Warkworth Structure Plan project is included in section 2.1.2.

### **2.3.5 The plan should provide for other employment zones**

Several respondents suggested the need for more General Business or Mixed Use zoned land, primarily to support employment for the growing population. While provision of land for activities such as commercial offices is worthwhile, the difficulty with the General Business or Mixed Use zones is that they are permissive for retail and office activity. That permissiveness would likely lead to large areas of retail activity in non-centre locations, with adverse consequences for the existing Warkworth town centre. This would directly undermine the feedback from the public (that forms one of the structure plan's Planning Principles) to "Retain the current town centre as the focal point and 'beating heart' of Warkworth."

It is noted that there is already a relatively large area of Mixed Use zone around the town centre. While not vacant, the zone is currently occupied by older, low density housing stock. This area will likely be developed gradually as financial motivation to do so increases.

There are two areas of General Business zoned land. The first is a relatively small area between the river and Whitaker Road, near the town centre. The second area is at the northern end of Hudson Road where a resource consent is currently lodged to establish a Pak n Save and another large format retail store.

Large areas of additional General Business or Mixed Use zones would be inappropriate elsewhere, because the potentially large capacity for commercial development would detract from the retail and commercial primacy of the town centre. The final structure plan therefore does not add any new General Business or Mixed Use zones.

### **2.3.6 The plan should show additional small centres**

Some feedback requested new retail centres be added to the plan. One suggestion was that an additional centre could be provided in the area west of Hudson Road, within the area subject to the Warkworth North Private Plan Change request, and close to the live zoned General Business land. A related suggestion was to include this new centre at the expense of the western Neighbourhood Centre.

The council's economic analysis has signalled that significant changes to the total centres zoned area in the draft plan are not required. The assessment in the Business Land Topic Report demonstrates that the total centres zoned area in the draft structure plan was appropriately sized to provide for the retail needs of the anticipated future population (when combined with existing 'live' zoned centres, Mixed Use zones, and General Business zones in the town).

However, following feedback, the final plan has been updated to include a new centre west of Hudson Road. A new Neighbourhood Centre in this location was considered acceptable, subject to

it being very small (i.e. less than 1,500m<sup>2</sup> GFA) to service the needs of a relatively constrained catchment, being the northern part of the residential area to the west, and the industrial zones to the east.

The suggestion to include this centre at the expense of the western Neighbourhood Centre is not supported but the final plan does slightly shift this small western centre further south.

### **2.3.7 The plan should identify more land for Large Format Retail**

Some feedback suggested there is a need for a new Large Format Retail centre in Warkworth. The structure plan generally agrees with this proposition but rather than identify land in the Future Urban zone for such a purpose, the structure plan anticipates that a new Large Format Retail centre will be developed at Kowhai Falls (on Woodcocks Road). A resource consent exists to develop the site on Woodcocks Road for a Large Format Retail centre of around 15,000m<sup>2</sup> Gross Floor Area ('GFA').

Some feedback suggested that the Kowhai Falls development would not be large enough to provide for the town's Large Format Retail needs. However, based on the Business Land Topic Report this notion is not supported.

The Kowhai Falls development has not occurred yet and its resource consent will remain live for two more years. After that the consent will lapse and the underlying Light Industry zoning would not enable a Large Format Retail centre to be established. If the Kowhai Falls development does not proceed as consented, an alternative, equivalent land area for Large Format Retail would be required elsewhere. This would logically need to be somewhere in the Future Urban zoned area and therefore part of the structure plan study area.

This issue is a challenge because while one 'Kowhai Falls equivalent' is required – two are not. In fact, creating two 'Kowhai Falls equivalents' would potentially facilitate the development of a very large area of 'out of centre' retail space. This would move the retail and commercial core of the town away from the town centre, contrary to the Planning Principles of the Warkworth Structure Plan.

As the Warkworth Structure Plan is being adopted while the Kowhai Falls consent is still 'live' and the development can occur as of right, it is logical that the plan continues to anticipate its development. If it does not develop, an alternative will be required. However, it would not be prudent to propose a zone for that now, in case Kowhai Falls does proceed. If in two years' time it is known that Kowhai Falls is not going to proceed (i.e. the consent lapses), alternative Large Format Retail land could be found by changing an area of Light Industry zone in the structure plan to a General Business zone.

One potential location for this would be the Light Industry land on the south side of the existing SH1, near Hudson Road. That would be an appropriate location from an accessibility point of view, and because it is adjacent to the live zoned General Business zone at the north end of Hudson

Road. The area required to be zoned would need to be enough to support a Large Format Retail development of some 15,000m<sup>2</sup> gross floor area, so indicatively around 4-5ha gross (which could be accommodated in this area).

The above scenario would arise only if Kowhai Falls did not proceed. The Light Industry area lost to a Large Format Retail centre (General Business zone) would be replaced with a similar area of Light Industry zoning at Kowhai Falls (existing), essentially meaning no industrial land would be lost.

### **2.3.8 Industrial zones (especially the Heavy Industry zone) should not be located next to streams or residential land**

Some feedback raised concerns around the locations of the proposed new industrial areas being adjacent to sensitive land uses such as residential areas and streams.

While on a small scale structure plan map the industrial and residential land uses may look to be close, in fact the actual separation distances between these land uses is relatively large. The additional industrial areas are separated from residential uses by arterial road corridors (around 30m) or esplanade reserve areas (both sides of the stream being around 40m in total). In some cases, the separation is both the arterial road and the esplanade reserve. In light of this there is considered no need to change the industrial/residential interfaces in the structure plan.

Due to the use of esplanade reserves as buffers, the industrial zones are adjacent to streams in a number of areas. Firstly, it is relevant to note that there are streams located all over the study area (and on adjacent land next to the study area). There are no places in and around Warkworth completely free of stream and river constraints. Therefore, industrial land must be located around some streams and rivers (as it is in other areas of Auckland).

Where the industrial zones 'adjoin' a river, there will be in fact a minimum of 20m of esplanade reserve between the industrial land and the river itself. This ensures the edge of the river is publicly owned and avoids any issues around industrial activities using the river or river edge as an 'easy' option for illegal dumping. There are a number of ways the river could be further demarcated from the industrial land including a walking/cycling route or a road along the esplanade edge.

The industrial land has also been located so that it has relatively little of the Green Network areas (e.g. smaller streams, floodplains) on them. Where there are Green Network areas on industrial land, these are to be set aside from development and revegetated/rehabilitated (the same as proposals for the residential area).

Finally, it should also be noted that the industrial zones are unfortunately 'branded' through the Auckland Unitary Plan. Based on the zone names, there is a general expectation amongst the public that an industrial zone means that all manner of toxic facilities will locate there, discharging noxious liquids and fumes. However, industrial developments in Auckland (particularly in northern Auckland) over the past few decades have not had these characteristics. Recent industrial

developments are more likely to involve large warehouse type structures for distribution/logistics, trade-based retail, and some high-tech manufacturing. There are few, if any, noxious activities occurring in recent industrial developments. In any case, an industrial discharge (to air, land, or water) requires a resource consent which will consider the receiving environment in determining whether it is granted or refused.

## 2.4 Staging of development

### 2.4.1 Requests to bring development areas forward to 2022 or push out/retain areas

A number of landowners requested changes to the staging in the draft Warkworth Structure Plan. Some feedback requested that all or parts of the Warkworth North East land be bought forward from its 2033-2037 sequencing in the draft structure plan to be sequenced for development from 2022. There was one piece of feedback seeking that an area around Valerie Close in 'Warkworth South' be bought forward from 2028-2032 to 2022. A number of requests were made around the sequencing of the Viv Davie-Martin Drive area for development. Most of these sought that it remains sequenced for development from 2022 while a lesser number sought that it be pushed back to 2028 or beyond.

For context, around two-thirds of Auckland's future growth is expected to occur through the redevelopment of existing urban areas to higher densities. About 15,000 hectares of greenfield (mainly rural) land has also been identified for development in the Auckland Unitary Plan. This includes areas zoned Future Urban (rural land identified for future urban development), as well rural land that has been 'live' zoned (zoned for immediate urban development). Major new greenfield growth areas will occur around Auckland in the south, north west, north and Warkworth. Over the next decade, this growth will mostly occur around Wainui in the north, Red Hills and Whenuapai in the north west, and Pukekohe/Paerata and Drury West in the south.

It is important to note that greenfield areas need substantial infrastructure investment before significant development can occur. Some investment is needed to open up land for development, alongside larger scale improvements needed to connect these areas to the rest of Auckland, and to address the impact of increased travel demands to and from these new urban areas. The Future Urban Land Supply Strategy identifies the high-level bulk infrastructure costs for the greenfield development areas to be in the region of \$20 billion, with the first decade (2018-2028) accounting for \$6.7 billion of the total.

The large investment required, and the finite levels of funding means that the council and other transport infrastructure providers (NZTA, Kiwirail) must prioritise the areas for investment. The council and the government agreed on the Auckland Transport Alignment Project ('**ATAP**') which seeks to balance transformational change while also addressing the critical transport challenges that Auckland currently faces. The key outcomes expected from the ATAP package include a number of projects to support brownfield redevelopment with only *initial* support to enable greenfield development.

In addition, ATAP also identifies further priority investments that should be progressed as funding becomes available. Further bus priority investments are recommended as the highest priority for additional funding. Increased funding for greenfield growth is further down the list.

The Auckland Regional Land Transport Plan 2018-2028 ('**RLTP**') allocates \$275 million for transport infrastructure in greenfield growth areas. This is primarily assigned to the 'high-priority' greenfield areas and includes funding for projects in Redhills and Wainui.

For Warkworth, the transport programme in the RLTP only identifies funding for:

- Puhoi to Warkworth – an 18 kilometre extension of the Northern Motorway to improve travel time reliability, safety and provide a bypass of Warkworth
- Matakana Link Road – road connection between Matakana and State Highway 1 north of Warkworth

Essentially, as there is limited funding for infrastructure in the greenfield growth areas most of this is directed towards the high priority areas (the areas with 'live' zonings). It should be noted that the rationale for the sequencing of greenfield development areas in the Future Urban Land Supply Strategy was to optimise the level of development from investment. This generally means areas closer to Auckland with higher yields and the ability to connect into existing infrastructure and/or leverage off areas where focussed investment is already occurring (i.e. Special Housing Areas) will be sequenced first.

The reason Warkworth North has such an early sequencing date ("from 2022") in the Future Urban Land Supply Strategy is due to the construction of the Puhoi to Warkworth motorway, due for completion at the end of 2021. The Warkworth North area is adjacent to the motorway access point and is therefore recognised as a market attractive area for development. The Warkworth North area will enable around 2,300 dwellings which is a considerable amount of development capacity for Warkworth over the next 10 years (noting that there are currently around 2,100 existing dwellings in the whole town of Warkworth).

In light of the discussion above, the Warkworth Structure Plan does not propose to change the sequencing identified in the Future Urban Land Supply Strategy. No areas are identified to be brought forward due to the significant infrastructure funding issues combined with the compact city focus on redevelopment of brownfield areas and the higher priority greenfield areas that would take any additional greenfield infrastructure funding before Warkworth.

In terms of infrastructure, the particular issues from the major infrastructure providers are outlined below with respect to Warkworth North East and Warkworth South. The issues around Viv Davie-Martin Drive are also discussed.



### **Warkworth North East:**

In terms of water and wastewater infrastructure, Watercare can service areas in Warkworth North East if this area was brought forward in sequencing to be “from 2022”. This is because there will be two pump stations on Sandspit Road by 2022 that developers in the North East could easily connect into. This is part of the wastewater scheme that will convey Warkworth’s wastewater to the Snells Wastewater Treatment Plant, where the combined wastewater from Warkworth and Snells Beach will be treated from 2022.

A wastewater pipeline from the Warkworth Showgrounds, down Great North Road (SH1) and then up Sandspit Road is proposed by 2022. A water line could be constructed as part of this project to provide servicing to the North East area. However, funding for the water pipeline would need to be provided by the developers in the North East area. In the instance that the land is not released in the North East area in 2022, then Watercare would not plan to construct the water pipeline until the land is to be released.

The Ministry of Education has based their forward planning and land acquisition programme for Warkworth based on the Future Urban Land Supply Strategy sequencing. The Ministry is not looking for new school sites in the Warkworth North East area. Therefore, the Ministry has reservations about the ability of school children in the North East area to access the new school sites elsewhere in Warkworth due to later delivery of the Sandspit Link Road. However, as long as development yields are not increased from those proposed in the draft structure plan, a new primary school opens in Warkworth in 2024, and capacity is added to the college, then student numbers could be catered for.

In terms of transport, the Integrated Transport Assessment (‘ITA’) identifies that the North East area requires a high level of investment (i.e. Sandspit Link Road, Matakana Road upgrade, Sandspit Road upgrade) while giving a relatively low yield of dwellings. The Hill Street intersection would also require an upgrading if this area was identified as development ready from 2022. Therefore, bringing forward this land is not supported from a transport perspective.

### **Warkworth South**

One request sought that an area around Valerie Close in Warkworth South be brought forward from 2028-2032 to 2022. Bringing forward land in part of Warkworth South is not supported as it does not optimise the outcomes from infrastructure investment. The Future Urban Land Supply Strategy uses the principle that areas that are adjacent to existing urban areas are often the most cost effective when extending infrastructure networks. This is relevant to this request as the land around Valerie Close is around 1km from the current urban edge of Warkworth.

Watercare have advised that there are no current plans to provide any water or wastewater infrastructure in the south of Warkworth ahead of the staged land release timing (2028-2032). Watercare has water and wastewater servicing plans for the whole of the Warkworth area. If areas

are to be brought forward, such as the south, the necessary infrastructure will need to be funded and delivered by the developers.

The Ministry of Education has based their forward planning and land acquisition programme for Warkworth based on the Future Urban Land Supply Strategy sequencing. A new primary school in Warkworth South is scheduled to open in 2030 to align with development staging indicated in the Future Urban Land Supply Strategy. The Ministry of Education do not support bringing forward development land in Warkworth South unless comparable development is delayed in Warkworth North.

The ITA identifies various transport infrastructure that is required to service the Warkworth South area including a new Wider Western Link Road, upgrades to the existing SH1, upgrades to Woodcocks Road, upgrades to key collector roads, various intersections for new and existing routes (including the Hill Street intersection), and significant public transport infrastructure including a new Park and Ride, a Southern Bus Station, and new bus services as well as extending existing services.

The southern interchange with the Ara Tūhono - Pūhoi to Warkworth project is also required for the development of Warkworth South. This project is not only costly and potentially technically constrained but will also require NZTA to work with the Northern Express Group (as the private operator of this section of the motorway) to identify the implications of the new interchange on the public private partnership agreement.

#### **Viv Davie-Martin Drive:**

There was some feedback seeking that the Viv Davie-Martin Drive area be pushed back from 2022 in the sequencing. However, overall there was more feedback seeking that it be retained as development ready from 2022 as shown in the draft plan.

Watercare have advised that water and wastewater infrastructure in greenfield development areas are typically funded and delivered by a developer or a group of developers, with agreed bulk connection points to the existing water and wastewater networks. When the infrastructure has been constructed and is compliant then it is vested to Watercare to own and operate. The Viv Davie-Martin area currently contains around 50 separate sites, most occupied by dwellings, and is currently not reticulated (i.e. it has roof water tanks and on-site wastewater systems).

Reticulated servicing in the Viv Davie-Martin area can be achieved by the land owners working together and forming an agreement to fund and construct the necessary infrastructure (i.e. the same approach as developers). This can be more difficult amongst many different land owners that can have their own development ambitions and timeframes. In the instance that not all land owners agreed to fund and construct the infrastructure, Watercare at its discretion can contribute the marginal cost to upsize the infrastructure that is being provided to service future growth in the catchment.

The Ministry of Education has based their forward planning and land acquisition programme for Warkworth based on the Future Urban Land Supply Strategy sequencing. The Ministry is acquiring a new school site in this vicinity, therefore prefers that development timing of “from 2022” is retained in the Viv Davie-Martin Drive area. This would leverage education investment in current and future schooling capacity in Warkworth.

The ITA identifies that the transport infrastructure required for the Warkworth North development area includes the Western Link Road (north and south), upgrades to various intersections, a shared path along Mahurangi River, and public transport facilities including an interim Park and Ride and increased bus frequencies.

The number of dwellings that would be removed from Warkworth North if the Viv Davie-Martin Drive area was sequenced later would only be around 200 (based on the final structure plan showing the Single House zone and a larger site size overlay). This number of dwellings (over and above the other 2,000 dwellings in Warkworth North anticipated from 2022) would not impact significantly on transport infrastructure to result in any significant savings on transport infrastructure (and therefore require any delay in the proposed sequencing).

It is acknowledged that there are issues around fragmented land ownership in this area. In light of this development in the Viv Davie-Martin Drive area is likely to be slower than the rest of the Warkworth North area, where there are motivated developers with large land holdings. However, the development period for Warkworth North is “from 2022”. The development stages indicate when development of an area can start but the actual pace of development and full build-out will depend on market demand. There is no requirement for the Viv Davie-Martin Drive area to develop immediately from 2022 and it is accepted that it could take more time for this area to develop.

## 2.5 Transport network

### 2.5.1 Requests to change the alignment of arterial roads

Some of the feedback requested that certain arterial roads should be realigned. The key points were:

- The Western Link Road should be realigned in the south and north and/or generally realigned to avoid Mansel Drive
- The Sandspit Link Road should be realigned and/or built now.

The preferred strategic network shown on the Warkworth Structure Plan map has been developed as part of the Supporting Growth Programme. The network was developed over 2018, when the Warkworth Structure Plan was being prepared and was informed by a period of public consultation late last year. Several options were put forward and considered for new transport connections in Warkworth. For more information on this process, visit the website here:

<http://supportinggrowth.govt.nz/publications/warkworth-information/>

The next stage of work for the Supporting Growth Programme will be to develop alignment options for the indicative network's corridors. This means there will be further opportunities to confirm where exactly the lines will go and how they align with the final structure plan. Where the structure plan uses an arterial route as a tool to separate land uses (i.e. industrial and residential), any shifts in the road alignment will have implications for the adjoining future land uses. This is noted in the structure plan.

The Supporting Growth Alliance will use the feedback received through this round of Structure Plan consultation to inform their thinking and engagement at that time and there will also be other opportunities for people to continue to give their feedback as options continue to develop. The Supporting Growth team will be in touch with individual landowners, the community and other key stakeholders again (likely to be late 2019).

### **2.5.2 Issues around the potential southern interchange**

There was feedback regarding the southern interchange including:

- The southern interchange should be built now with the current motorway construction (or future-proofed now)
- The southern interchange needs to have north facing ramps too
- The southern interchange will create traffic chaos for Mahurangi College

The southern interchange is being considered to support the growth of the 'Warkworth South' area in Warkworth, which is expected to be development ready in the second decade (2028-2032) aligned with the Future Urban Land Supply Strategy (2017). It is therefore not being planned as part of the current construction of the Ara Tūhono - Pūhoi to Warkworth motorway, which is to be completed in 2021. The aim is to route protect the southern interchange so it is available for construction when required.

While the traffic volumes in Warkworth currently cannot currently justify the construction of a southern interchange, it is considered that the growth of 'Warkworth South' is best supported through the implementation of a southern interchange with south facing ramps. The current proposed access from Ara Tūhono to the northern roundabout in Warkworth would continue to enable growth in the northern area.

People who live or work in 'Warkworth South' can utilise the southern interchange to travel between Auckland and Warkworth. In terms of integrated land use and transport planning, having multiple interchanges within a short distance can encourage people to make local trips on the strategic network. The Supporting Growth network has been designed to encourage and enable local trips to be made on the local network, rather than short trips on the strategic network.

In terms of the impacts on Woodcocks Road (on which Mahurangi College is located), some initial modelling has been undertaken that shows an increase of traffic on Woodcocks Road with southern interchange post 2028. This is consistent with anticipated growth on other key arterials as a result of future urban growth in Warkworth. The initial modelling showed that traffic volumes on

Woodcocks Road can be accommodated on a two-lane arterial road. Further transport assessments and network analysis will be undertaken through the next stages of the Supporting Growth programme.

### **2.5.3 The Matakana Link Road should link up with the motorway**

Some feedback commented that the Matakana Link Road should be realigned and connect at the southern end with the roundabout at the end of the new motorway.

The Matakana Link Road is a proposed road connecting Matakana Road and SH1 and will provide additional resilience to the Warkworth transport network. The identified location of the intersection with SH1 best balances the needs of local traffic with motorway traffic. It provides an alternative compared to an option that links directly to the Ara Tūhono – Pūhoi to Warkworth motorway (that would primarily service motorway traffic), forcing local trips to continue to use the Hill Street intersection.

It will also ensure best use of the Matakana Link Road by Warkworth drivers by drawing some local traffic away from the Hill Street intersection and providing a direct connection via traffic lights to proposed future projects. The signalised intersection will connect the existing walking and cycling path on SH1 with Matakana Link Road to create new connections for Warkworth residents.

### **2.5.4 Fix the Hill Street intersection**

Some feedback on the draft structure plan stated that the Hill Street intersection was the most crucial project for Warkworth's future and it should be upgraded without delay.

The Hill Street intersection upgrade is part of a separate workstream and relevant feedback received through the Warkworth Structure Plan consultation has been provided to that team jointly led by the New Zealand Transport Agency and Auckland Transport. A business case is being completed which considers the long term needs of the intersection and the appropriate response needed to achieve them. The preferred option for the long-term solution at Hill Street intersection is yet to be confirmed. Timing for future upgrades will be post construction of the Pūhoi to Warkworth motorway works and Matakana Link Road.

Additionally, the New Zealand Transport Agency and Auckland Transport are looking at options to deliver pedestrian safety improvements at Hill Street. The transport agencies are assessing the ability of works to be completed without further road rehabilitation and are hopeful that they can progress improvements prior to any major works.

### **2.5.5 The plan should cover the provision of car parking in the town centre**

A number of comments were received that criticised the difficult car parking situation in the Warkworth town centre, with requests for the structure plan to address this matter.

The existing Warkworth town centre and adjoining urban areas falls outside the remit of the structure plan. Therefore, matters specific to the town centre have not been addressed in the structure plan supporting documents. Feedback on parking issues has been passed onto Auckland Transport.

### **2.5.6 The plan should be clearer around the prioritisation of walking and cycling**

Some feedback queried the structure plan's focus on walking and cycling, stating that it was not clear which transport modes were considered the most important.

The draft structure plan sought to be clear that walking and cycling provision were a major feature of the growth areas. However, in response to this feedback a number of changes to the text of the plan have been made to attempt to better convey the importance of walking and cycling in the transport future for Warkworth. In addition, the main structure plan map has had indicative walkway/cycleways added to it to increase their profile.

### **2.5.7 Requested changes to the Collector road network**

There was some feedback requesting specific changes to the collector road network as shown in the draft plan.

All collector road alignments are indicative and will be subject to change based on individual development proposals. The alignments on the structure plan map are intended to outline the connectivity required. However, the exact alignments can be altered. The exact alignment of collector roads will be further refined through plan change processes and at the time of subdivision of the land by a landowner. The collector roads will only be established if and when that landowner wishes to develop their land.

## **2.6 Social facilities and parks**

### **2.6.1 The plan should show the locations of new schools**

A number of comments were received on the draft plan requesting that new school sites needed to be shown on the map.

The Ministry of Education rather than Auckland Council is responsible for managing the network of schools within New Zealand. Therefore, the council is unable to dictate where new schools should be provided for in the future. Any new school sites will need to be acquired and designated by the Ministry.

The council have been working with the Ministry during the structure plan process to ensure that the Ministry is aware of the growth plans for Warkworth. The Ministry have advised the council that they will likely require two new primary schools and a secondary school expansion (i.e. a new separate junior campus) to accommodate the anticipated future growth of Warkworth.

The Ministry have been working closely with the council's structure plan team and the Supporting Growth Alliance as they look at where to locate these new schools. The Ministry have undertaken an exercise to look for preferred sites within the Future Urban zone. The Ministry are actively pursuing the purchase of sites in the Future Urban zone and until this process is complete the structure plan cannot show on a map where the new schools will be. However, it is noted that the Warkworth Structure Plan has been prepared with the knowledge of the general areas that Ministry wishes to locate the new schools.

The tentative opening date for a new primary school in Warkworth is 2024 and a Junior College is tentatively scheduled for 2025. Opening of new schools is subject to funding availability, phasing and design and delivery.

Note that the Ministry does not provide Early Childhood Education facilities but rather regulates the facilities that are privately owned, or community based. These parties are expected to continue to supply Early Childhood Education services to cater for Warkworth's growth.

### **2.6.2 The plan should cover what health facilities will be built and where**

A number of feedback comments were concerned that the structure plan missed out the identification of required healthcare facilities. It is District Health Boards that oversee healthcare provision rather than the Auckland Council. Therefore, the council is unable to dictate where healthcare facilities should be provided in the future. The council have been working with the northern health boards during the structure plan process to ensure that they are aware of the growth plans for Warkworth.

In terms of future hospital provision, the four District Health Boards in northern New Zealand (Northland, Waitemata, Auckland, Counties-Manukau) have developed the Northern Regional Long Term Investment Plan ('**NRLTIP**') to articulate the strategic direction for the Northern Region using a 25 year planning horizon.

The NRLTIP indicates a potential new hospital will be required in the northern region in the long term. However, the precise location is unknown at this stage and it could be located anywhere north of the North Shore and Waitakere hospitals, within the Northland or Waitemata district health board areas. The location and timing of a new hospital is currently unknown and depends on Crown provided capital. A decision on a future hospital location is likely to be a number of years away and therefore the Warkworth Structure Plan cannot pre-empt this decision and show a new hospital site in Warkworth on the structure plan map.

In terms of other healthcare facilities, the Waitemata District Health Board have advised that for Urgent Care Clinics, the next priority area is Orewa. An Urgent Care Clinic in Warkworth remains unplanned for at this stage.

It is noted that the Warkworth Structure Plan more generally provides the ability for a hospital and Urgent Care Clinic to be established through identifying urban zonings on new greenfield development land<sup>3</sup>. Once the zoning is changed in the Auckland Unitary Plan for these areas, the District Health Board could seek to establish a hospital or an Urgent Care Clinic.

### **2.6.3 The plan should show a new pool and leisure centre/gym**

Some feedback requested that the structure plan map should identify the provision of a swimming pool and a leisure centre/gym.

The Warkworth Structure Plan identifies that these facilities may be required in the future. However, they are currently not funded. In addition, no work has been carried out to identify an exact location for either of these facilities. The plan refers to these facilities on the “Other infrastructure’ map (*“Investigate possible future pool and leisure space”* and *“Investigate future multi-purpose community space”*). However, without funding or an exact location, the structure plan cannot show these facilities on the map.

### **2.6.4 The area for the indicative sports park is unsuitable due to flooding**

A number of groups and individuals giving feedback pointed out that the location of the indicative sports park on the plan contains floodplain areas and is therefore not a good location for the park.

The council’s Healthy Waters and Parks teams have reviewed the indicative sports park location on the structure plan and note that the floodplain over part of the land is a 100 year floodplain. That is, there is an estimated 1% probability of such a storm event in any one year. Sports fields are not incompatible with flood plain areas and in fact can be a logical and practical use of this land (as the impacts of flooding on people and property are significantly reduced). The Auckland Unitary Plan recognises this by defining ‘organised sports and recreation including park fields structures’ as a “Flood tolerant activity” with provisions enabling them to be located within floodplains.

It is also noted that the sports park location shown on the draft plan is indicative only at this stage. Additional site assessment investigation will be required to test the physical site, environmental surroundings, topography, and check for any other restrictions. The possible development options for the sports park can be considered once this work is completed.

### **2.6.5 The plan should look outside the Rural Urban Boundary for more suitable land for parks**

Some feedback stated that because the land identified for the sports park was unsuitable, the council should look for park land outside of the Rural Urban Boundary.

---

<sup>3</sup> ‘Healthcare facilities’ are a permitted activity in the Local Centre and Neighbourhood Centre zones. A ‘hospital’ is a Discretionary activity in the Light Industry zone.



The purpose of parks within the Future Urban zone are to provide recreation and amenity for surrounding residents. Parks outside the Rural Urban Boundary are generally destination parks such as the Regional Parks network. There are a number of regional parks in the vicinity of Warkworth such as Tawharanui, Pakiri and Wenderholm.

The provision of parks for greenfield growth areas are so that new residents have access to open space with a walking distance. The provision of parks outside the Rural Urban Boundary would generally not achieve this principle.

### 2.6.6 The plan should provide for specific facilities on parks

A number of feedback comments suggested various specific facilities or recreation uses on the parks such as a pony club, dog club, etc.

The structure plan is a high-level plan, and in terms of parks, the plan shows indicative locations for new parks. The open space network needs to meet the recreational and social needs of residents in new growth areas. This includes creating a resilient and multi-functional open space network accessible to all residents.

However, the structure plan does not delve down to the detailed level of specific facilities and/or recreation uses on parks. These are matters that can be considered further through other processes (e.g. Reserve Management Plans).

### 2.6.7 Various new parks locations suggested

The council's Open Space Provision Policy establishes measures for the provision of open space. The measures primarily guide the type, size and location of open space sought in greenfield developments.

Walking distances are used for the provision targets for neighbourhood and suburb parks. The actual walking distance a user would need to travel to access the open space should be used when assessing these targets. This requires identifying "pedsheds" of all feasible walking routes using public roads, accessways and path networks through public spaces.

If it is not possible to identify actual walking (pedshed) distances, such as in the early stages of planning for greenfield developments, the radial distances shown in the table in Figure 6 below can be used as proxies for walking distances.

Park type	Surrounding residential density	Walking distance (pedshed)	Radial distance proxy
Neighbourhood Park	High & Medium density	400m	300m

	Low density	600m	450m
<b>Suburb Park</b>	High & Medium density	1000m	750m
	Low density	1500m	1125m

**Figure 6:** Actual walking distance (pedsheds) and radial proxies.

The walking distance method was used to indicatively locate the proposed parks. In light of the feedback requesting new park locations, a number of changes have been made where these general guidelines are still met.

### 2.6.8 There should be much more open space

Some feedback requested a much more generous amount of open space be shown in the structure plan (i.e. more and larger indicative parks). The feedback argued that as the structure plan is an aspirational document, it should not be constrained by existing budgets.

The council determines the level of open space within an area using its Open Space Acquisition Policy. This ensures that there is consistency and fairness across different areas of Auckland in the provision of open space. Auckland Council does have a limited budget to acquire land for new parks and open space. Therefore, even acquisition proposals that align with the acquisition criteria or are considered to be high or medium priority, may not be able to be purchased.

While the structure plan can be aspirational to a point, it also needs to be grounded by the realities of the financial constraints on the council. That is, there is not an unlimited supply of funding for open space and the limited funding that is available needs to be allocated equitably across the region. Showing a much higher number and/or larger size of parks in the structure plan may also unreasonably raise local's expectations of the size of the future park network.

### 2.6.9 The parks network should be focused on the river and stream network

Some feedback asked for the parks network to be focused around the Mahurangi River and its tributaries.

The location of the indicative parks on the Warkworth Structure Plan are in fact already located largely on the river and stream network as shown on the Green Network map.

### 2.6.10 The schools and parks should be located next to each other

Some feedback requested that the locations of the parks and the schools should be co-ordinated so that they can be located next to each other.

The Ministry of Education is responsible for acquiring land for new schools and the Auckland Council is responsible for acquiring land for new parks. The council's parks team are working with

the Ministry as they look at where to locate new schools in the Future Urban zone and both parties agree that co-location is the preferred approach where possible.

### **2.6.11 The plan should show an emergency services hub**

There was a feedback request asking for the structure plan to include an emergency services hub for the fire, police and ambulance services.

Auckland Council does not provide emergency services (ambulance, fire, police) and therefore the council cannot dictate where these organisations buy property and locate their services. However, the council have been keeping these organisations informed during the structure plan process to ensure that they are aware of the growth plans for Warkworth.

It is noted that the Warkworth Structure Plan more generally provides the ability for an emergency services hub to be established through identifying various business zonings on new greenfield development land<sup>4</sup>. In these areas, police, fire and/or ambulance stations could be developed.

## **2.7 The Green Network**

### **2.7.1 The Green Network should be larger and more generous**

There was some feedback seeking that the Green Network should cover a larger area, with the riparian margins being more generous and that some of the small gaps in the network should be filled.

It should firstly be noted that the Green Network in the structure plan is not an exhaustive mapping exercise of future 'green spaces' in the study area. It is intended that other green spaces will be created over time as the Future Urban zone is developed (i.e. street trees and vegetation in road corridors, trees and vegetation around future schools and community facilities, use of green infrastructure such as rain gardens). These aspects will generally be additional to the areas shown in the Green Network. The green spaces in Warkworth's future growth area will ultimately be more extensive than currently shown on the plan under the Green Network. The Green Network is primarily to indicate the areas that development shall avoid due to existing constraints.

The Green Network covers specific geographic features such as streams, floodplains, wetlands and discrete areas such as parks, significant ecological areas and covenanted bush areas. Ambitions for more green space (e.g. street trees, green roofs, trees and vegetation around future schools and community facilities) and green infrastructure (e.g. rain gardens) in future urban areas will be further investigated in future plan change processes and at the development stage. They are too detailed (and currently spatially unknown) to be shown on the structure plan itself.

---

<sup>4</sup> 'Emergency services' are a permitted activity in the Light Industry zone and Restricted Discretionary in the Heavy Industry, Local Centre, and Neighbourhood Centre zones.

Some site level details may not be shown in the Green Network (e.g. small wetlands). It is noted that these will be picked up later in the plan change process or development stage and they are protected even if not shown on the structure plan map. Ephemeral streams do not have protection in the Auckland Unitary Plan and therefore are not shown in the Green Network.

The width of the Green Network around streams is 10m either side. In many cases the Green Network will cover a wider area due to it also including the floodplain. The detailed boundaries of the Green Network can be further assessed during the plan change stage where site specific issues can be considered. This is also relevant for the requests to 'fill-in' small gaps in the Green Network.

The Green Network includes existing areas of bush in the future urban area. Some submitters commented that the Green Network does not provide large enough areas of native vegetation for flora and fauna to survive and flourish (larger areas are generally more resilient and sustainable than smaller areas). Generally larger areas of vegetation are preferable for the protection of biodiversity. However, the main function of the Green Network is to facilitate the connection of currently fragmented habitat across the landscape in an area that will be urbanised. Some areas could be further buffered (to be assessed at the development stage) but large blocks of native vegetation will not be established through the Green Network. The intention is that across the whole network a large amount of vegetation will be protected and planted so that ecological connectivity is improved. Avoiding fragmentation (and promoting linkages) of natural areas is consistent with the Auckland Indigenous Biodiversity Strategy.

### **2.7.2 How do you manage ecological outcomes with potential public access?**

Some feedback pointed out that the structure plan mentions the potential of the Green Network for possible cycling and walking tracks, while also stating that to achieve water quality and habitat connection outcomes then restoration planting needs to be undertaken within the network. The feedback said that this created some confusion and it has the potential for conflict between ecological and recreational goals.

Essentially, this issue can be worked out at the plan change or development consents stage. This will review specific areas of the Green Network and determine the required buffer widths for restoration purposes and therefore locate any possible paths/tracks outside of this (with some allowance for viewing and access points to waterways etc).

The Project Twin Streams waterways in west Auckland provide good examples of ecological restoration and public access outcomes being achieved concurrently.

### **2.7.3 Who maintains the Green Network?**

Some feedback queried who should be responsible for maintaining the Green Network citing concern that private landowners generally wouldn't want to take this on.

It should be noted that the Green Network is not automatically public open space. Much of this land may remain in private ownership as it is developed. As land is subdivided some landowners may choose to retain the Green Network within private development sites. The requirement for vegetation protection/rehabilitation and to not build on it would still apply, but the ongoing maintenance of the land (i.e. through consent notices or covenants) would fall on each private landowner.

In others cases a landowner may offer to vest areas of the Green Network to the council's park's department or stormwater department. If accepted, this would make the land public and the council would look after the maintenance of the land. It would also then have the potential for public access tracks/walkways.

Another option is that the landowner may choose to create a parcel with the Green Network land on it and have it communally owned by all or some of the sites in the development. The maintenance of the land would be the responsibility of the communal owners.

#### **2.7.4 The Green Network is not accurately mapped**

Some feedback said that the Green Network had various mapping errors in it including that some floodplain areas were too large, some streams were shown in the network that "didn't exist" or were "just drains", some wetlands were missed out, and not all covenanted bush was shown.

In terms of the floodplains, the Green Network uses the most up to date floodplain information available to council. However, at the plan change stage, the catchment flood flows and flood extents can be reassessed through modelling. At the development stage the floodplain can be calibrated by individual site survey and modelling.

Regarding streams that "don't exist" or are "just drains" the watercourses as shown on the Green Network on the structure plan map are signaling that there is most likely a permanent, intermittent or transitional stream in that location. The actual locations and extent of streams can be determined through field surveys prior to the development of the land.

There may be some wetlands that have not been mapped as part of the Green Network. However, wetlands are protected under the Auckland Unitary Plan and so even if they are not shown in the Green Network they will need to be assessed at the site-specific development stage anyway. Other minor mapping errors can also be dealt with at the consenting stage if necessary.

There are acknowledged issues with some covenanted areas being potentially missing from the Green Network. This is due to the council's geospatial information not completely aligning with the covenant information held by Land Information New Zealand. However, just because a covenant is

not shown as part of the Green Network it does not mean these areas are now unprotected. All covenants are registered on the certificate of title of the property to which they relate. Whether or not they show up on the Green Network as part of a structure plan does not change this. They inevitably must be considered at the consenting stage if they exist on the title. The potential omission of some covenanted areas would not significantly alter the structure plan at a high level, but may have site-level implications at the development stage.

## **2.8 Other issues from feedback**

### **2.8.1 The Viv Davie-Martin Drive area cannot accommodate a Single House zoning**

Some feedback cited the significant geotechnical issues around Viv Davie-Martin Drive and therefore questioned how the Single House zone could be appropriate (i.e. it enables too many dwellings to be built across the area).

Based on this and other reasons (see section 2.2.6), the Single House zone around Viv Davie-Martin Drive has had an overlay added to it to increase the minimum site size from the standard 600m<sup>2</sup> to somewhere around 1,500m<sup>2</sup> – 2,500m<sup>2</sup> (the exact size to be determined at the plan change stage).

### **2.8.2 Protect more heritage items**

There was some feedback requesting that more heritage items be protected. These noted that a number of buildings were identified as 'places of interest' in the heritage reports but were not recommended for scheduling in the structure plan.

Although these buildings were identified as being places of interest, initial investigation shows they are unlikely to meet the threshold to be eligible for protection under the Auckland Unitary Plan Schedule 14.1 (Schedule of Historic Heritage Places). It is highly unlikely further research, as proposed by the feedback would change this.

There was also feedback raising the possibility that the former Maori overland pathway route (identified in the heritage report) be scheduled as a Site of Significance to Mana Whenua. At this stage the council does not consider scheduling to be an appropriate way of managing this route. Mana whenua have not identified the former pathway as a place of interest or significance in the cultural values assessments provided to Auckland Council. Further discussions with iwi on this matter is ongoing.

### **2.8.3 The landscape screening areas around the northern entrance are not necessary**

The structure plan shows a landscape screening area along land fronting onto SH1 to create a pleasant entrance to the northern end of the town (to avoid a low amenity, industrial appearance). There was some feedback that the landscape screening areas were unnecessary around the northern industrial land. The feedback noted that the planting associated with the new motorway would be sufficient.

The “Urban and Landscape Design Sector Plan – Warkworth Sector” for the new motorway identifies some planting including pohutukawas around the ‘Northern Roundabout’ and a band of “Terrestrial Mitigation Planting” on the south-eastern side of the roundabout. This mitigation planting appears to comprise a range of tree species, although it is unclear which ones would be used near the roundabout. The only other planting of any scale near the industrial zones comprises some kowhai next to the north-western exit from the roundabout and the continuation of SH1. Otherwise, the plan shows only “Grass – Pasture” and “Grass – Hydroseeded” for the entryway to Warkworth.

The SH1 widening project between Hudson Road and the motorway roundabout does not include any specific details on associated planting along the corridor. The conditions of the designation (BUN60322627) require an Integrated Landscape Planting Plan with the Outline Plan of Works. However, this planting plan focuses only on stream margins, the wetland, and swales.

As outlined above, the planting proposed as part of the motorway project and the existing SH1 widening project is limited it would not prevent future industrial development being exposed to vehicles entering Warkworth from the north on SH1. No reliance can be placed on the planting outlined above to screen the industrial development and it is not an adequate replacement for the landscape screening areas described in the structure plan. The structure plan notes that landscape screening areas are areas of planting that are large enough to effectively screen industrial development. These would need to be in the order of 20-30m deep to accommodate mature native trees over the long term.

#### **2.8.4 The potential buffering/screening area from the motorway is not required**

One submitter sought that the potential buffering/screening area between the motorway and the Single House zoned land in the north west be removed. The feedback said that there is no justification or need for buffering/screening from the motorway and the ‘Urban and Landscape Design Sector Plan: Warkworth Sector’ shows sufficient landscaping strips and ecological offset planting along the motorway which would provide appropriate setbacks and deal with any potential reverse sensitivity effects. It is also argued that the Single House zoned land is outside the ‘buffer’ or ‘effects’ area described in NZTA’s “Guide to the management of effects on noise sensitive land use near to the state highway network”.

The buffering/screening area from the motorway is described in the plan as being “potential”. Its potential depends on the final constructed motorway alignment and the subdivision layout. If the structure plan study area land is outside both the ‘buffer’ or ‘effects’ area of the motorway then the buffering/screening area may not be required on the Single House zone edge. This is a matter that can be further reviewed at the plan change stage and the development consenting stage.

#### **2.8.5 Reduce the landscape control area opposite the town centre**

Some feedback requested that the “Area for further landscape protection controls” between Sandspit Road and the Mahurangi River should be reduced as it is unnecessary to control

buildings closer to Sandspit road. It is argued that the landscape effects will be generated from only those buildings on the southern side of the ridgeline.

It is acknowledged that the area for further landscape protection controls may not be required to be as extensive as shown in this location. However, this is a detailed matter for the plan change stage. At the structure plan stage, the concept of the control is signalled and at the plan change stage detailed work on views from the town centre area can determine where the exact boundary should be located.

### **2.8.6 Can infrastructure be provided before growth occurs?**

Through the Warkworth Structure Plan process the council has worked with the key infrastructure providers such as Auckland Transport, NZTA, Watercare, Ministry of Education and others to determine what infrastructure is required to service the anticipated future growth.

The Future Urban Land Supply Strategy (2017) and the staging section of the Warkworth Structure Plan set out the sequencing of development within the Future Urban zone. The purpose of this is to ensure that land rezoning is synchronised with infrastructure development.

A key aspect of a plan change to rezone land from the Future Urban zone to a 'live' urban zone is to demonstrate that the supporting infrastructure is planned and funded to be timed in with the rezoning.



### **3 Next steps**

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

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

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

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

