

3.4 Proposed land use structure

A variety of options were considered during the review process as to how the town should grow, including expansion to the north, as well as limited expansion of the town towards the west.

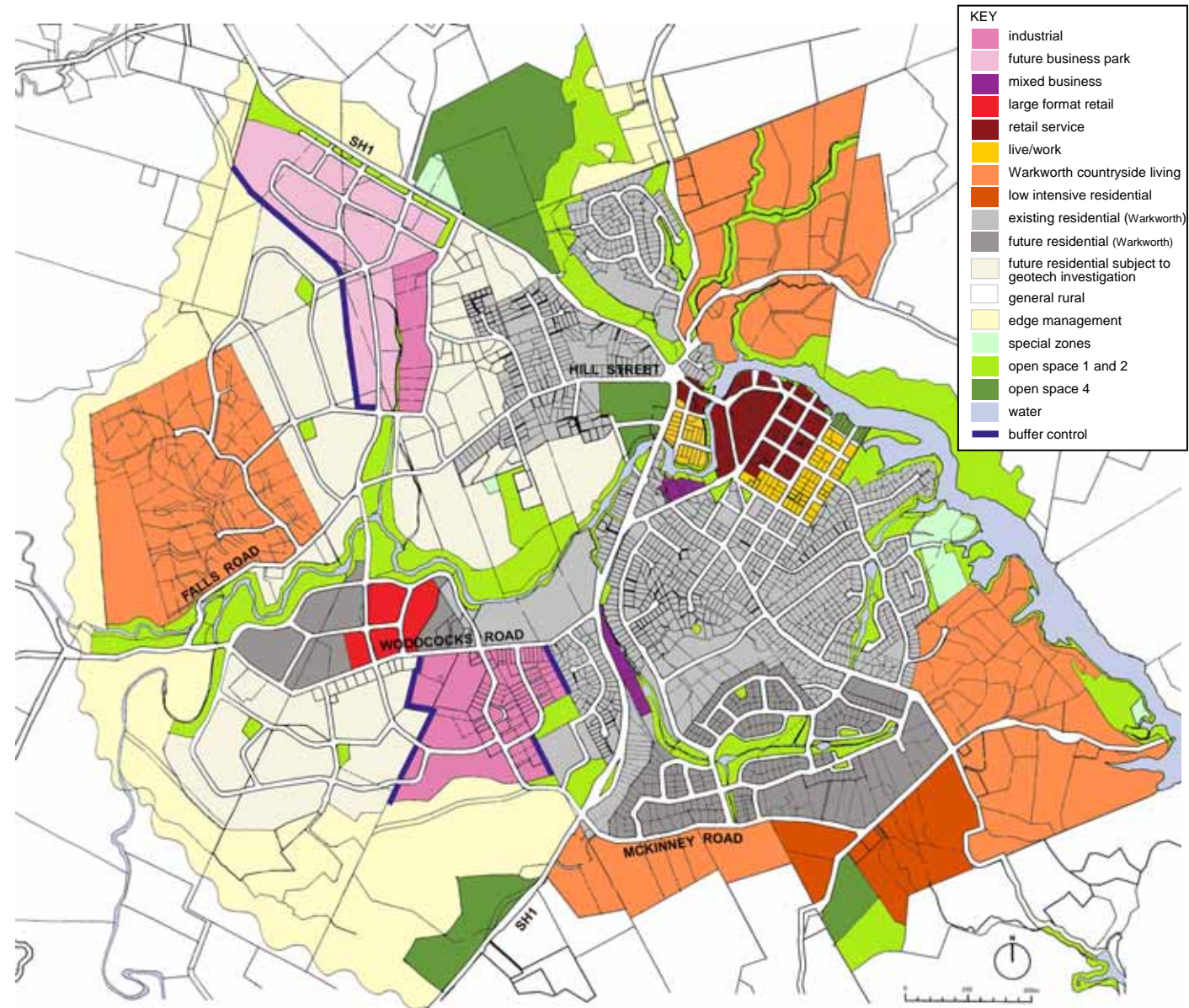
The preferred growth pattern involves expansion of the town towards the west. To the north (across the river), the land is steep and unstable in parts. There are also limited access points with the rest of the settlement.

Expansion to the west brings the following benefits:

- development can build on the river as a key linking element, and open spaces can be extended along the river to the Falls
- flat land is available for industrial activities
- an alternative location for large format stores is available at Woodcocks Road
- multiple transport links can be provided.

A description of the land uses shown is provided on the following page.

Note: There is the possibility that Transit New Zealand will construct a bypass of SH1 to the West of Warkworth. The location of this bypass is yet to be determined. The final location of the western bypass may determine the extent of the edge management area.



3.4.1 Description of proposed land uses

Residential (Warkworth)

This land use covers areas currently zoned Residential and Low Intensity Residential under the Proposed District Plan. A review of the development controls of these zones is suggested to ensure that the rules reflect the particular character of Warkworth.

Warkworth Countryside Living

This land use covers areas which are currently zoned for Countryside Living, which were included in the 1997 Structure Plan as Countryside Living, or which already have a similar development pattern. Changes to the development rules of the Countryside Living zone are suggested to better protect features such as ridgelines, landscapes and landforms that contribute to Warkworth's character.

Future Residential (Warkworth)

These areas are for the further growth of the town. A staging process is suggested to ensure that the land is released slowly.

Future Residential (Warkworth) subject to Geotechnical Investigation

For these areas detailed design will be required to take into account any site specific constraints, including slope, geotechnical issues and natural environmental values. The presence of these factors may mean that particular forms of development should be followed, such as using a mix of densities and the clustering of development in parts of the areas. Details of the zones (density, development controls) will need to be developed once these factors have been investigated.

Edge Management

The intention of this area is to contain the outward expansion of the town. Council will need to define what type of activities can occur in the edge management areas. This may involve no further subdivision or it may allow closer subdivision in return for protection of landscapes and landforms. It may also involve purchasing open space rights, allowing for the transference of development rights and clustering development.

Industrial

This land use covers land currently zoned Industrial 1. Buffer controls (building set backs, landscaping, yard controls) are suggested for new developments to manage the transition between the industrial areas and adjacent residential areas. Appropriate measures to mitigate the possible adverse effects of the industrial zones adjoining residential zones will need to be considered and put in place.

Future Business Park

To the north, by SH 1, a Business Park Zone is suggested. This zone will ensure that the new employment area develops to a high standard. Buffer controls (building set backs, landscaping, yard controls) are suggested to manage the transition between the Business Park area and adjacent residential areas. Appropriate measures to mitigate the possible adverse effects of the industrial zones adjoining residential zones will need to be considered and put in place. This area will also include a landscape strip to screen it from the State Highway.

Large Format Retail

This area will provide for larger footprint stores that cannot fit in around the town centre. Strict controls should apply to the size of stores, the total floor space possible and the design of buildings to ensure that the development complements the town centre.

Live/Work

This area should provide for smaller office and home / work situations. Development to a density of 1 unit per 250 sqm should be possible, with up to 50% of floor space able to be used for non-residential activities.

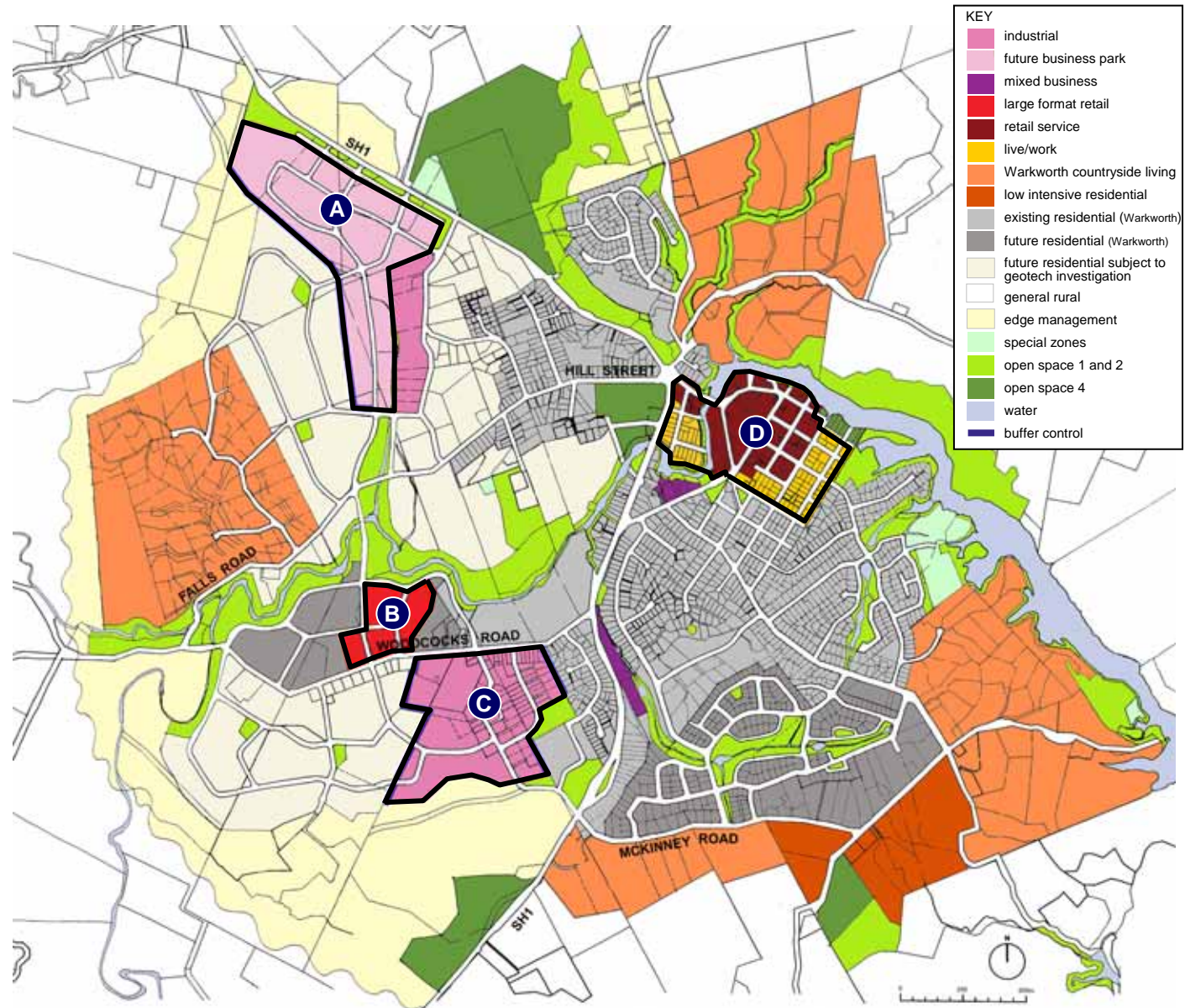
Retail Service, Open Space, Mixed Business

These areas will generally retain their current land use zonings under the Proposed District Plan.

3.4.2 Employment growth

This diagram indicates the areas identified for more employment and business activities.

- A** This area is designed to provide for employment activities that have a high standards of amenity and design and which generate fewer adverse effects than general industrial areas. This area will need to be screened from the main road to maintain a green entry into the town
- B** Large format store centre. An alternative location is needed for large format stores so that they do not dominate the town centre. The Woodcocks Road site provides good transport links and can also act as a neighbourhood centre to the surrounding future residential development
- C** This area will continue to be available for general industrial activities, with the exception that buffer (set back) controls will apply to new industrial development where it abuts residential development. The buffer controls will seek to limit the effects of noise, fumes and other effects generated by industrial activity.
- D** Business and smaller retail activities can continue to locate in the town centre.



3.4.3 Business park

The proposed new business area to the north of the settlement along SH 1 (area (A) on the previous page) will provide for much needed business land. It could, however, alter the sense of entry to the town from the north, if badly designed.

This illustration indicates how this area could be screened from SH1 to maintain a green entry into the town.

Development would be set back from the road to allow for landscaping and slip lane access. There would also be controls on what type of activities could front onto the road and the design of buildings. Storage and yard areas would need to be to the rear.

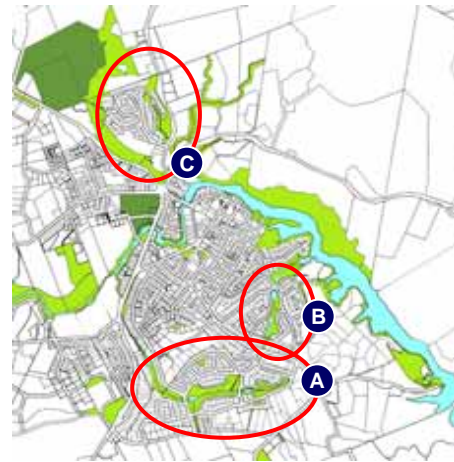


3.5 Subdivision design

Good urban design of new subdivisions is needed to ensure the proposed urban extensions add to the character of the town.

Possible layouts for the first round of urban extensions have been developed to show how good planning practice could be applied.

Achieving good road connectivity and well defined open spaces were the key aims illustrated in the following three examples.



KEY	
	new subdivision
	existing residential
	industrial
	future industrial
	countryside living
	general rural
	edge management
	low intensive residential
	special zones
	open space 1 and 2
	open space 4



New neighbourhood parks

In line with the proposals for the strengthened green network, subdivisions should provide clearly defined and useable green open spaces. If well planned these will offer immediate benefits to the residents and should reflect in the saleability and value of the developed lots and houses.

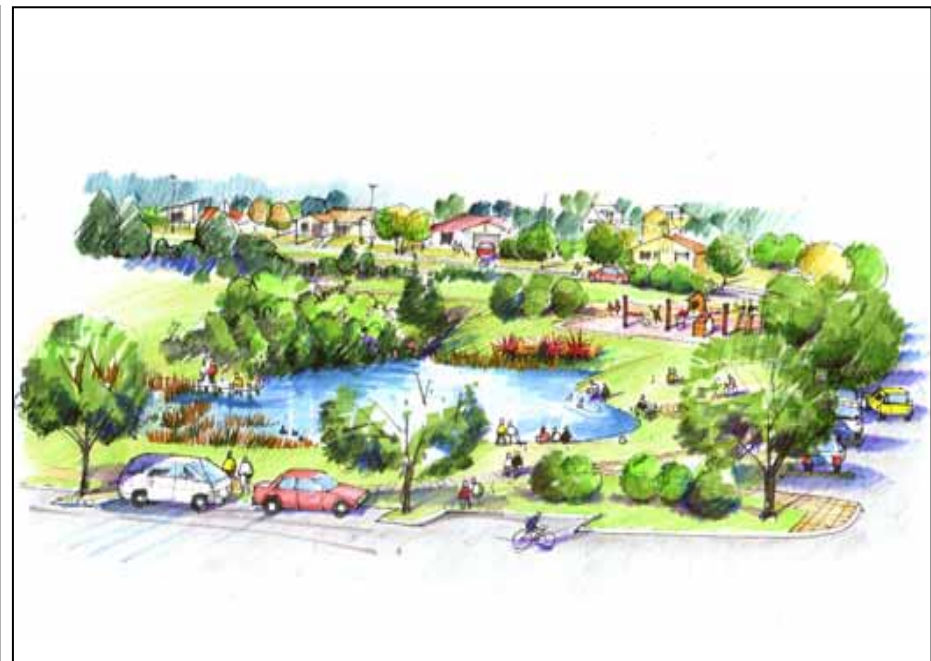
Good planning would ensure that slow speed roads line these parks so that houses front onto them. As indicated below, this will ensure the houses enjoy good views and users of the parks are safer.



Water catchment management

A number of low impact water quality treatment techniques have become common practice including retention ponds, swales and other low impact methods.

If planned well, water treatment areas can offer high quality recreational benefits as illustrated below.



3.6 Large format retail centre at Woodcocks Road

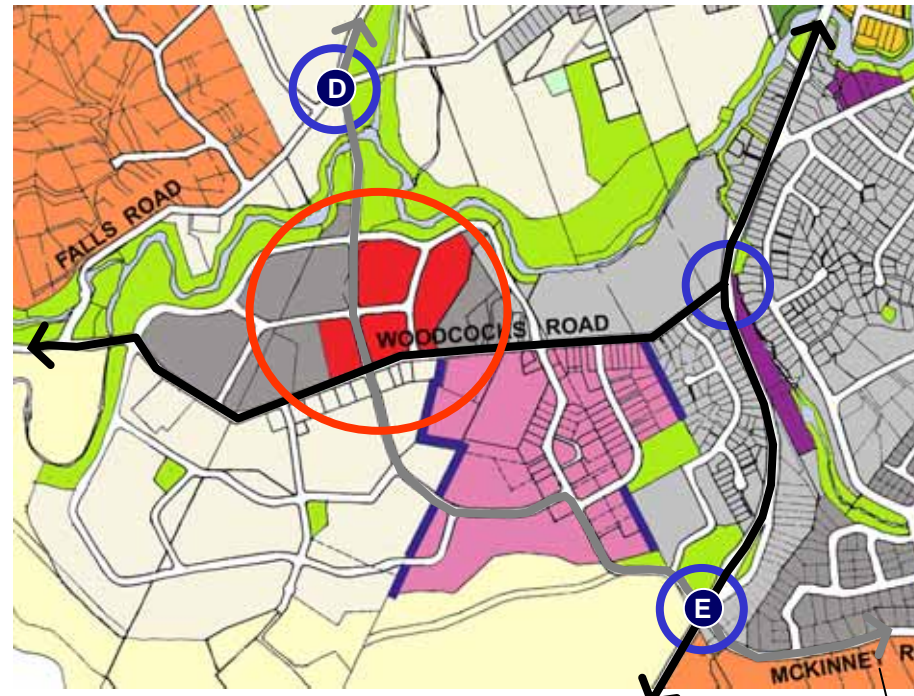
The growth of northern Rodney will generate demand for a large format retail centre in the area. The town centre is not a suitable location for such a centre. A location on Woodcocks Road provides many benefits including good transport links. To ensure that the current town centre continues to thrive, certain measures including a controlled release of the amount of retail to be established and minimum store sizes should be imposed on the new centre. A range of actions to upgrade the existing town centre are also needed.

It is proposed that large format retail at Woodcocks Road should be structured along the following lines:

- the centre should serve as a regional centre and a neighbourhood centre but not as a town centre
- the centre should respond positively to the public realm, making good public spaces that have good neighbourhood value. Photograph (B) illustrates such a space at the Botany Town Centre development.
- the architectural treatment should be sympathetic to the surrounding future residential neighbourhoods. Good examples of this can be seen again at Botany Town Centre (C) and at Frankton (A), near Queenstown

- the centre should allow for a new link road to the north bridging the river at (D). This road can in future play a major role in the movement network for the town, especially if it links to the south to join SH 1 opposite McKinney Road at (E)

The movement network is discussed further in this document.



3.7 Growth strategy

A staging plan has been developed so that the growth areas identified on the structure plan are released gradually, in sequence with the expected growth of the population.

The table opposite indicates current growth projections and the capacity for housing available, allowing for some margin in order to allow choice and competition.

Infrastructure such as the wastewater treatment system will need to be upgraded prior to any significant expansion of the town.

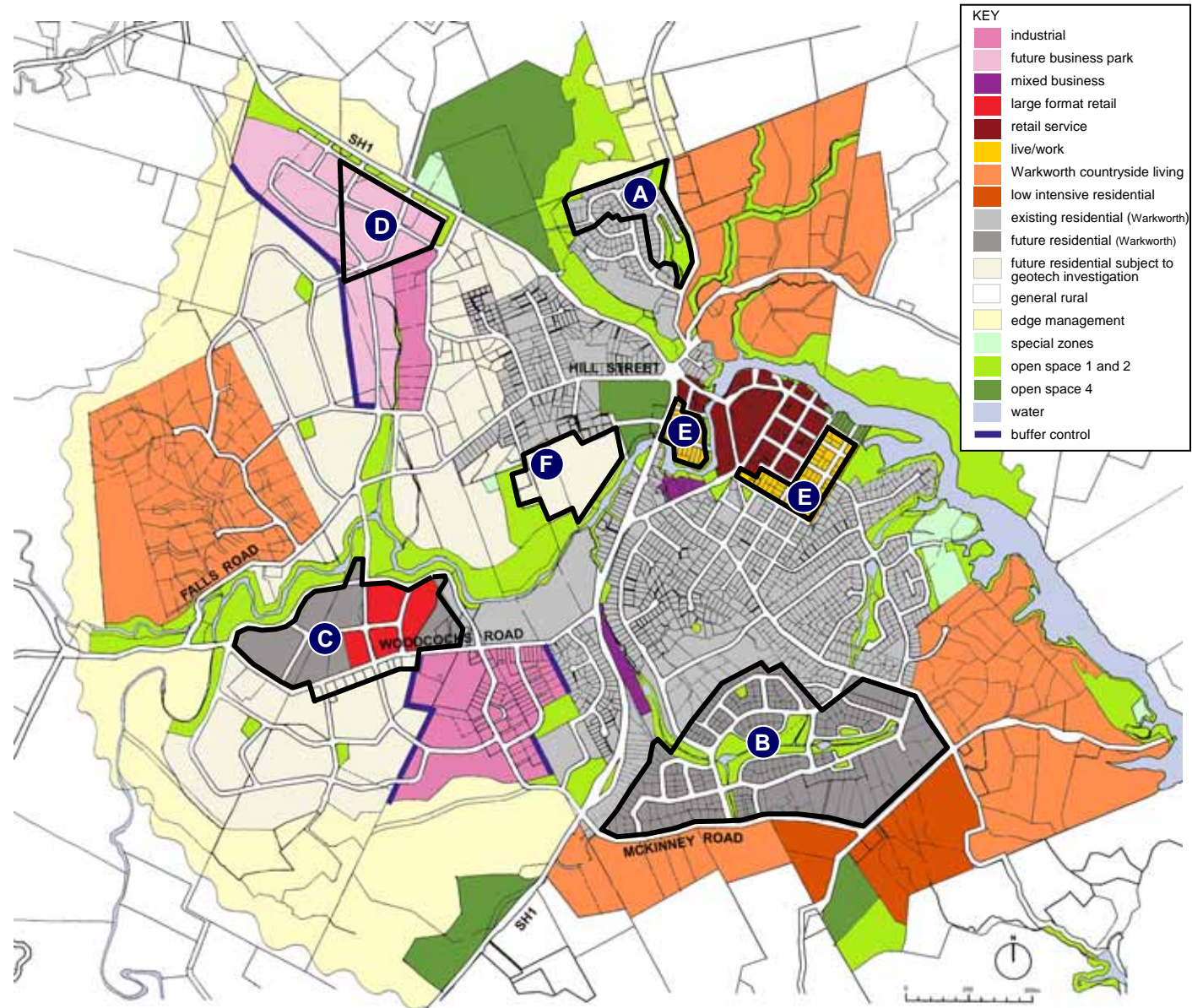
Growth	Projected Population (people)	Capacity to be provided (with preferred by pass)
Existing	2,800	4,400 (1997 Structure Plan)
2004 - 2024	4,400	5,200
2024 - 2044	6,000	7,000
2044 +	up to 8,000	8,800

Warkworth population growth projections and approximate proposals.

**3.7.1 Proposed staging
2004 - 2024
capacity for 5,200 people**

This map indicates a series of expansion areas designed to accommodate the next 20 years of growth. These are:

- A completion of the residential area to the north of the river (additional 200 people)
- B completion of the urban residential subdivision north of McKinney Road as well as some countryside living to the south of McKinney Road in line with the current zonings (additional 1400 people)
- C a small urban residential neighbourhood clustered around a sub-regional retail facility (additional 670 people)
- D development of the new business park beside the current State Highway where there is flatter land more suited for this style of development, buffered from the main road. This should only progress once there is commitment to the proposed Western Collector
- E mixed use, medium intensity development around the town centre (additional 100 people).
- F residential development of this steeper area is possible so long as geotechnical issues are addressed.



**3.7.2 Proposed staging
2024 +
capacity for 8,800 people.**

This stage involves an extension to the south of Woodcocks Road of the residential neighbourhood initiated in the previous stage (Area I). This undulating area is ideal for north facing residential (an additional 1300 people).

Area (H) includes more efficient use being made of land currently zoned for low intensity residential use (additional 1000 people).

Area (G) involves, further residential development and additional business land (additional 1100 residents).

Before development commences, geotechnical and other investigations of the land will need to be completed.

