

4.5 The Percy Street car park - retail proposal

In the town centre some of the street edges do not provide retail activity and interest to pedestrians. One such area is the Percy Street car park. A line of shops should be inserted along the edge of Percy Street, allowing this edge to become activated. Pedestrian access into the car park can still be maintained and there will only be the loss of a small number of car parks.

These shops will also redress the peculiar situation where the New World, which would normally act as an anchor tenant, has no subsidiary retail benefiting from its major role as an attractor.



4.6 The Lanes

The series of privately owned informal car parks behind the buildings, indicated on this aerial, should be formalised into 'lanes'. This could provide an interesting and unique network of fine grain shopping experiences. For this to happen there would need to be some cooperation between the landowners. Council should facilitate this initiative.

As indicated on the plans the lanes could be created without loss of parking. Trees can be inserted and a small square could become an attractive focal point. The lanes will have no significant effect on the traffic performance of the wider town centre network and can be introduced incrementally.

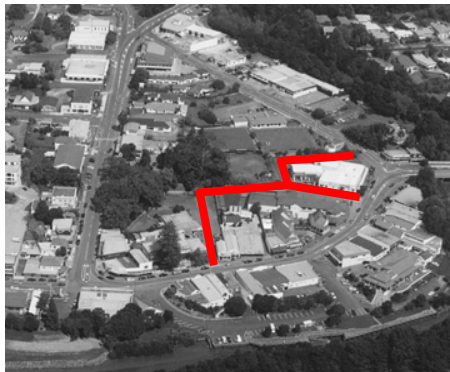
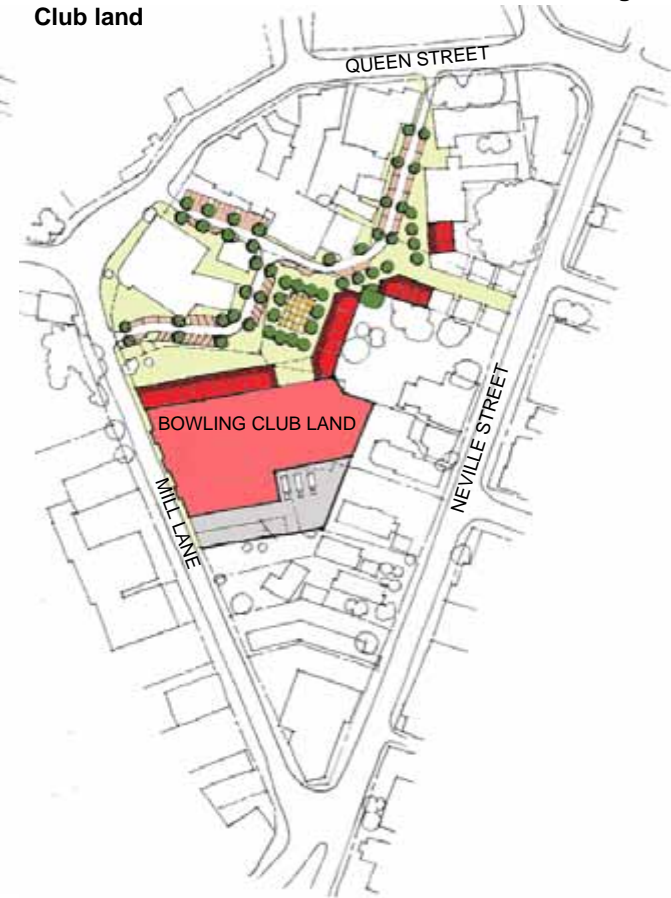
Plan 1 illustrates how new frontages are gained by all landowners. The cumulative effects on their viability should be considerable.

Plan 2 indicates how the Bowling Club could, in the future, link into this system. This may take many forms. Here is illustrated an option, with a large format anchor. Parking is on the roof and accessed from a ramp off Mill Lane.

Plan 1 - Possible Lane development



Plan 2 - Possible future connection with the Bowling Club land



4.6.1 Turning car parks into lanes

This drawing illustrates how the inefficient car park area could be turned into slow speed lanes with trees and attractive pedestrian areas.



4.6.2 A new square and shops

This drawing illustrates how a new square and shops could be created where the old disused Bowling Green is sited. This square could become a major hub of activity supporting a wide range of shops that capitalise on the lifestyle themes (beaches, wine, art and crafts) of the future.



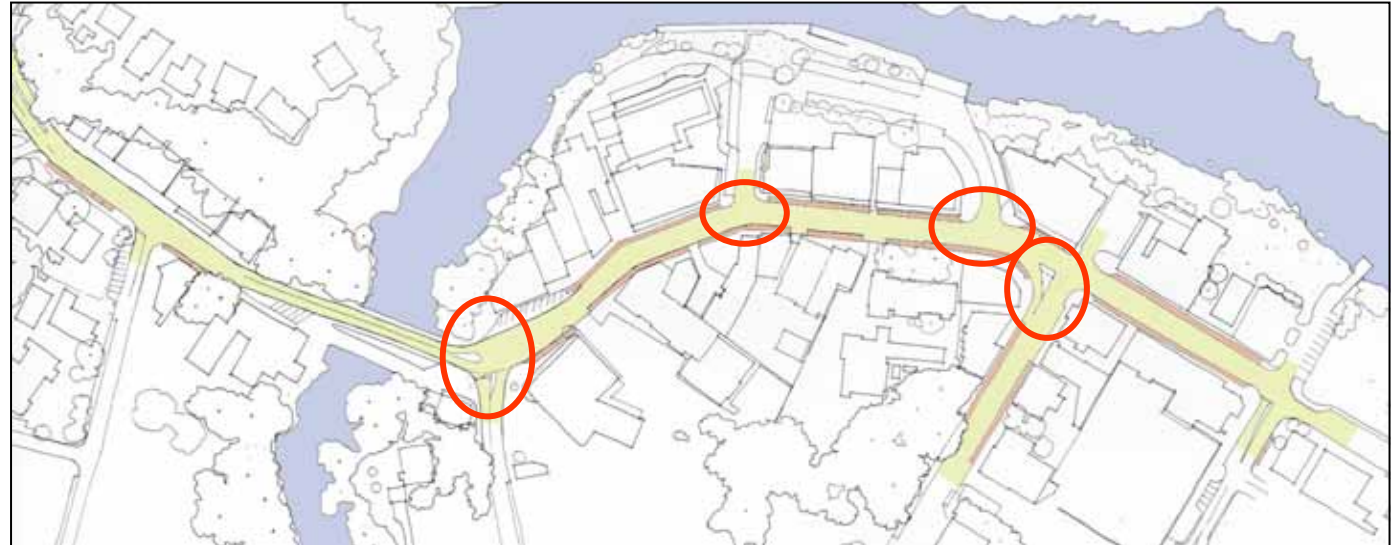
4.7 Queen Street as a pedestrian favoured 'Main Street' environment

Despite the relative success of the town centre Queen Street leaves much to be desired. The roadways are very wide and walking distances across the streets are long. Traffic paths are not very well defined. The visual appearance is stark.

The Council will consider a range of actions and undertake specific consultation on these actions. Presented here are just few options. Current access arrangements, delivery and service operations will be considered when the options are looked at in more detail.

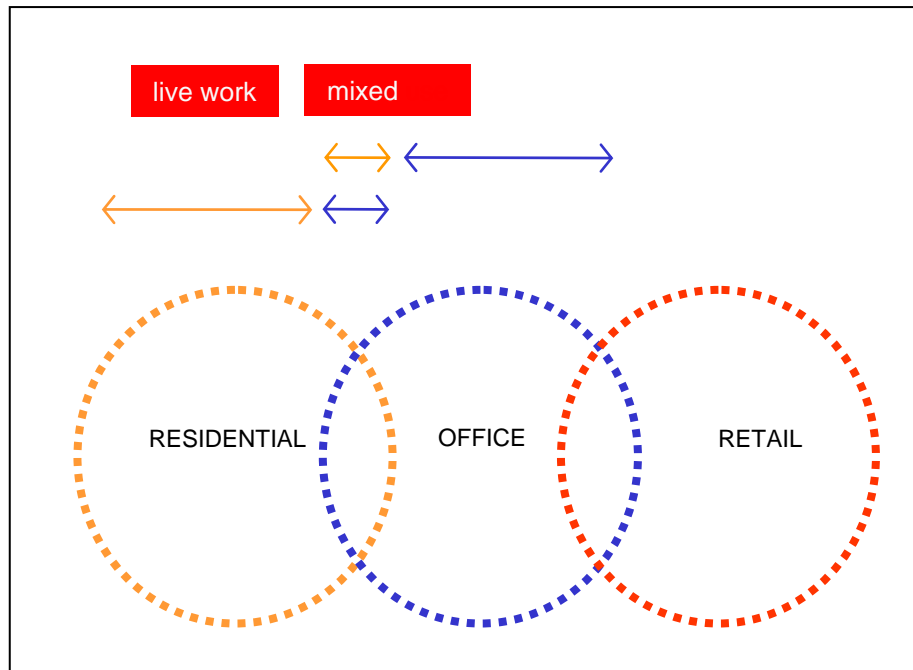
A range of small-scale initiatives could offer significant improvements. These could entail the following:

- tightening of kerb radii and alignments to ensure shorter pedestrian crossing distances
- introduction of a median to assist pedestrians in crossing the road in two stages
- possible introduction of trees to help with the visual character.



4.8 Increasing diversity of employment uses and housing choices - live/work area

Whilst Warkworth is well provided with residential, office and retail uses, it caters for limited opportunities where buildings have an overlap of these uses, except for office and retail. There is a particular need to promote opportunities for office and residential uses to be combined in the same developments. These issues could be approached along the following lines.



Employment uses

Mixed use, in this context, essentially relates to either home occupation opportunities which exist throughout the wider Warkworth area and buildings which combine apartments with offices.

2-storey mixed use buildings should be promoted in the zone indicated in the previous aerial. Example (A) opposite, is of a house with a separate door to the living room which can function as an office. Examples B,C and D are of apartments located above offices. Note the separate doors for the offices and apartments in examples C and D.



Housing choices

More intensive housing should be promoted in the zone indicated. The current requirements of a 9-metre height limit should be retained, the 35% coverage limitation increased to 50% coverage, and the 2-parking-bay requirement retained.

The photographs opposite indicate a range of double storey buildings that offer attractive street edge conditions.

