

SUBMISSION ON PROPOSED PLAN CHANGE 25 (WARKWORTH NORTH) UNDER THE RESOURCE MANAGEMENT ACT (RMA) 1991

To: Auckland Council

Submitter Name: Middle Hill Ltd (as trustee for the Tyne Trust)

Address: 63 State Highway 1, Warkworth

This submission is made on behalf of Middle Hill Ltd (as trustee for the Tyne Trust), the owners of 25.8 hectares of land at 63 State Highway 1, Warkworth. Middle Hill's land comprises just over 25% of the land area encompassed in proposed Plan Change 25. Middle Hill generally supports proposed Plan Change 25 however seeks the following modifications:

Overview of relief requested

- a. Re-zone the land identified as Business: Light Industry zone on the notified plan change map (Attachment 1) to Business: Mixed Use zone on the requested zone map (Attachment 2).
- b. Re-zone the land identified as Business: Light Industry zone and Residential: Mixed Housing Suburban zone as shown on Attachment 1 to Residential: Mixed Housing Urban zone as shown on Attachment 2.
- c. Re-zone the land identified as Residential: Single House zone as shown on Attachment 1 to Residential: Mixed Housing Suburban zone as shown on Attachment 2.
- d. Confirm the alignment of the Warkworth western collector road and specify an access point to the submitter's land in general accordance with the plan included as Attachment 3.
- e. Include the submitter's site as part of the first stage of "live zoning" within the Plan Change Area.
- f. Provide for the land use zones requested above to shift slightly northwards as may be required to abut the final / finished designation boundaries, or the carriageway of the NZTA Ara Tuhono Puhoi to Warkworth highway.

Summary of reasons

Light Industry ("LI") zone changing to Mixed Use ("MU") zone

1. Approximately 63.5ha of LI land is already 'live-zoned' to the northern frontage of State Highway 1 and, as of 2019, much of this land is yet to be developed. In addition, there is approximately 7.5ha of partly developed light industry land along the western frontage of Hudson Road. In total, approximately 70% (79ha in total) of 'live-zoned' industrial land in Warkworth is currently vacant. There is not likely to be demand for further industrial land for at least two to three decades.
2. The Warkworth Structure Plan identifies demand for an additional 3 hectares of Mixed Use land in Warkworth, however no green fields land is provided. The Structure Plan indicates that the Mixed Use land around the Town Centre is available to meet this demand growth, however this land is developed with high value residential buildings and does not provide any significant amount of feasible capacity for additional Mixed Use

activities. The northern edge of the Warkworth North area is an ideal location for additional Mixed Use activities given its profile and accessibility. Activities at this location could include, for example, a medical centre, residential care and visitor accommodation.

3. Due to the under construction Northern Motorway extension terminating north of the town, the north-eastern corner of the plan change area will become the main entrance to Warkworth from both the north and the south. Mixed Use is a more appropriate zone in this location as it will respond well to the 'gateway' into Warkworth that will be formed by the new State Highway expansion project. Mixed Use is markedly superior to the General Business or Industry zones which have greater height limits and, in many instances, no design controls or expectations of public amenity at all.
4. Given the concentration of functions and amenities within the Warkworth centre and its centrality within the settlement as a whole, there is no realistic prospect of the requested Mixed Use zone area competing with or undermining that centre. Warkworth centre will remain the social and economic focal point of the community especially for non-retail activities that the community associates with as a focal point.
5. There are a number of watercourses and streams in the area identified as Light Industrial zone on Attachment 1. These are not well suited to light industrial, or large footprint activities and are better suited to finer-grained uses that involve more public uses and residents.

Mixed Housing Suburban zone changing to Mixed Housing Urban ("MHU") zone

6. The MHU zone is the most efficient and logical means of interfacing a Mixed Use zone and promotes high density, urban-character living likely to appeal to first-home and affordable-home buyers, including those working in the new business zones in Warkworth. The land identified as MHU on Attachment 2 is close to transport infrastructure including the planned collector routes that will give convenient access to Warkworth centre as well as planned and existing active transport routes.
7. PPC25 would enable development planning and consenting of this area to occur over the next 1-2 years. This would ensure that the significant Watercare infrastructure upgrades are able to be utilised efficiently when completed in 2022.
8. The proposed MHU area is also close to the proposed centre and Mixed Use zones identified in the proposal and as requested in this submission, respectively. This will efficiently provide for people's daily needs.
9. Warkworth North has a small number of landowners and this more readily enables a comprehensive master planned development. The Mixed Housing Urban and Suburban zones would provide more flexibility to enable a high quality master planned development. Mixed Use land in this location would enable an attractive and suitable entrance to the Warkworth North area and township more generally.

Single House zone changing to Mixed Housing Suburban zone

10. Excessive use of the single house zoning will promote low-density 'sprawl' development, leading to poor pedestrian connectivity and car dependency. To allow such development

would not be in accordance with the draft Auckland Climate Action Framework, which states:

“evidence demonstrates that quality compact urban development has many benefits. These include better and lower-carbon transport choices, reduced travel times and costs, and fewer impacts on air and water quality.”¹

11. It is also much easier to build high-quality medium density on greenfields land (Hobsonville Point for example) than it is to retrofit it within the existing urban fabric. While this area is on the north-western edge of the township, it will still only be located a maximum of 2km from the town centre, and as such could still be easily accessed by bus or active transport. Further, there is already ample supply of Single House zoned land within Warkworth, with few opportunities for infill or intensification within the town.
12. The Single House zone is restrictive, and does not encourage a wider range of housing typologies, such as attached or terraced dwellings. Future development should provide for a range of dwelling types, at a range of market values. In this regard, we concur with the Manuhiri Kaitiaki Charitable Trust (Mana Whenua), who has requested that the Plan Change provide for affordable housing options². The Mixed Housing Suburban zone is the more appropriate choice for this portion of the site, as this zone will maximise housing choice and allow for a wide variety of housing typologies.
13. While it is acknowledged that this is adjacent to the motorway corridor, the prospect of medium density housing adjacent to a highway can be seen to have been successfully realised across NZTA's North Western routes, including most recently at Hobsonville Point. As such, there are no landscape or environmental sensitivities that would justify a Single House zone, and it would be an inefficient use of well-connected land to waste is unnecessarily on low-density housing.
14. The placement of the new motorway as a defensible boundary will act as a long term, urban edge to the settlement and it is most appropriate that this land be developed to its most efficient possible extent, given how potentially disconnected any residential development to the north of the motorway might be.

Include the submitter's site in Stage 1

15. The submitter's land is close to the new highway and will form an important part of the collector network around Warkworth. Omitting the submitter's land from the first stage would not lead to an efficient or effective outcome for the land, and would not be consistent with the principle of establishing the intended collector road to leave out a large and central link.
16. Related to this the submitter requests that no development be allowed to occur in the new proposed plan change area until a comprehensive infrastructure funding and access solution has been adopted.

¹ Page 31,

http://infocouncil.aucklandcouncil.govt.nz/Open/2019/06/ENV_20190611_AGN_6851_AT_files/ENV_20190611_AGN_6851_AT_Attachment_67783_1.PDF

² Page 28, <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/proposed-plan-changes/docspc25/appendix-7-2-ngati-manuhiri-cia.pdf>

Confirm the route of the Western collector road and identify an access point to the submitter's land

17. Middle Hill Ltd broadly supports the proposed alignment of the indicative western link road; however seeks assurance that access to its site will be provided in the adopted structure plan. A traffic assessment, produced by Arrive transportation consultants outlines several a preferred new access link to the site (Attachment 3). Plan Change 25 should ensure that adequate access to the site is provided for to enable the type of development envisioned in the PPC request and this should be confirmed on the Precinct Plan.

Allow the zone boundary to follow the "final" designation boundary

18. The submitter understands that upon completion of the Puhoi to Warkworth stretch of the Northern Motorway, it is possible that some of the land within the designation may be returned to the previous landowners. If this occurs, the submitter would like to ensure that this land is given an appropriate urban zone, rather than reverting back to the Mixed Rural zoning of parcels beyond the Plan Change area. This would enable this strip of land to be developed, as an isolated strip of rurally zoned land would be too fragmented to be practically usable.
19. The submitter requests that the Precinct contain a rule confirming that the northern boundary of the zone will follow the final designation boundary of the completed highway or the carriage way, and the zones requested (Attachment 2) extend northwards as necessary to remain adjoined to that boundary.

Conclusion

Middle Hill Ltd requests that Plan Change 25 is accepted with some modifications as detailed above. The relief requested will promote the sustainable management of the land by utilising it efficiently and taking advantage of the site's characteristics including the imposition of a 'hard' northern and urban edge to the zone, the gateway context of the SH1 and new highway intersection, and the relatively discrete location of the site in the corner of the town.

The submitter or agents on behalf wishes to be heard in support of this submission.



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On behalf of Middle Hill Ltd

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Attached:

- 1 Plan Change 25 proposed land zoning
- 2 Amended zoning map
- 3 Proposed link for northern end of western collector road.