

FURTHER SUBMISSION ON PPC 25 (WARKWORTH NORTH) – MIDDLE HILL LTD

Summary of submitter’s responses to other submissions on PPC25

SUBMISSION	DECISION REQUESTED BY SUBMITTER	MIDDLE HILL LTD RESPONSE
1 – Joan and Ian Civil	Decline unless plan change is amended	Middle Hill Ltd supports the plan change in principle.
2 – Chad and Carly Ranum	Accept the Plan Change with amendments	We support change of zone from Single House to Mixed Housing Suburban.
3 – Robert White	Accept the plan change with amendments	We oppose the request to delete the indicative road linkages.
4 – Maxine Hatfull	Accept the plan change	Middle Hill Ltd supports the plan change in principle.
5 - Ma and Pa Commercial Limited	Accept the plan change	Middle Hill Ltd supports the plan change in principle.
7 – Patricia Sullivan	Accept the plan change with amendments	Our position remains that the Western Link Road should intersect with the Matakana Link Road.
8 – Ross Brereton	Accept the plan change with amendments	We support the proposed deletion of industrial zoned land. Our position remains that the Western Link Road should intersect with the Matakana Link Road.
9 – Dr Isobel Topham	Accept the plan change with amendments	Middle Hill Ltd supports the plan change in principle.
10 – Barry Woolsey	Accept the plan change with amendments	We support the proposed deletion of industrial zoned land.
11 – Robert and Maryanne Sikora	Accept the plan change with amendments	We oppose the request to retain the light industrial zoned land.
12 – Auckland Council	Accept the plan change with amendments	We oppose the request to not include Mixed Use zoned land in the Plan Change. We oppose the request to extend the proposed light industrial zoning. A supporting Integrated Transport Assessment has not been provided to assess the transport effects associated with a

		<p>larger zone.</p> <p>We support the request for the proposed Plan Change to show indicative road connections, including the proposed collector road.</p> <p>We support the request to add staging provision. Our position remains that the Western Link Road should intersect with the Matakana Link Road.</p>
14 – Goatley Holdings Ltd	Accept the plan change with amendments	<p>We support the proposed deletion of industrial zoned land.</p> <p>Our position remains that the Western Link Road should intersect with the Matakana Link Road.</p>
15 – Warkworth Properties (2010) Ltd	Accept the plan change with amendments	<p>We support the proposed deletion of industrial zoned land.</p> <p>Our position remains that the Western Link Road should intersect with the Matakana Link Road.</p>
16 – Auckland Transport	Decline unless plan change is amended	<p>Our position remains that the Western Link Road should intersect with the Matakana Link Road, although we accept some level of flexibility in the final location of this intersection.</p>
17 – Warkwick and Hueline Massey	Accept the plan change with amendments	<p>We support the proposed deletion of industrial zoned land.</p> <p>Our position remains that the Western Link Road should intersect with the Matakana Link Road.</p>
18 – Z Energy	Accept the plan change with amendments	<p>This submission is not considered generally relevant to our position.</p>
19 – Summerset Villages (Warkworth) Ltd	Neutral or Unclear	<p>We oppose the request to confirm the Single House zoning.</p> <p>Our position remains that the Western Link Road should intersect with the Matakana Link Road.</p>
20 – Atlas Concrete Ltd	Opposes Plan Change	<p>Middle Hill Ltd supports the plan change in principle.</p>
21 – David Oliver	Accept the plan change with amendments	<p>We oppose the request to delete the indicative</p>

		road
22 – NZ Transport Agency	Accept the plan change with amendments	We oppose the request to amend the indicative western link road to allow for further flexibility. Our position remains that the Western Link Road should intersect with the Matakana Link Road.
23 – Turnstone Capital Ltd	Accept the plan change with amendments	We support the request to delete the industrial zoned land and support the request to amend to either Mixed Use or General Business (noting the submitters’ preference for Mixed Use). We support the request to delete the land zoned Single House in favour of Mixed Housing Suburban.
24 – Warkworth Area Liaison Group	Accept the plan change with amendments	Our position remains that the Western Link Road should intersect with the Matakana Link Road.
25 – Forest and Bird Warkworth Area	Accept the plan change with amendments	This submission is not considered generally relevant to our position.
26 – Aaron Rodgers 30 – Diana Mei 32 – Terri Walkington 33 – Lily Anne Rodgers 34 – Macy Anne Rodgers 35 – Ngahine Rodgers 36 – Steve Liang <i>We note that the above submissions are all identical</i>	Accept the plan change with amendments	Oppose all three options proposed, although we note that they are not geographically specific.
27 – Allison and Steve Haycock	Accept the plan change with amendments	Our position remains that the Western Link Road should intersect with the Matakana Link Road.
29 – Manuhiri Kaitiaki Charitable Trust	Accept the plan change with amendments	This submission is not considered generally relevant to our position.
31 – Watercare Services Ltd	Accept the plan change with amendments	We note that Watercare have requested that the applicant pays for the supporting infrastructure.
37 – Mahurangi Action Incorporated	Neutral or Unclear	This submission is not considered generally

Further to the responses above, we would also like to expand on the following matters relating to land supply for our stance in support of Submissions 14 (Goatley Holdings) and 23 (Turnstone Capital), and our opposition to Submission 12 (Auckland Council).

Residential land

- The Warkworth North Structure Plan (“WNSP”) prepared by Auckland Council identifies that an additional 20,000 people will reside in Warkworth within 30 years. This equates to around 300 additional households/dwellings per annum.
- Achieving this rate of growth depends on several key factors:
 - Meeting demand across a range of dwelling types, sizes and price points.
 - Having a mix of residential zoned land available in each stage (1, 2 and 3) of the WNSP.
 - Supporting several large masterplanned developments that integrate and successfully sell a mix of dwelling types, sizes and prices.
 - Ensuring there is a competitive raw development land market so that new lot prices are not artificially increased.
- There is 37 hectares of undeveloped live zoned residential land (i.e. land in parcels of 5,000m² or greater). This quantity of vacant land would enable around 500 new dwellings. At the higher growth projection rate of 200-300 dwellings per annum, this indicates there is an imminent shortage and that the market would potentially tend toward land banking.
- The WNSP is zoning an additional 584ha of residential land (net).
- The majority of Stage 1 is Single House zone (78%). Only 22% of Stage 1 is higher density housing.
- Stages 2 and 3 have a higher proportion of high-density housing zones. The Structure Plan does not provide an explanation of why the higher density is delayed until the middle and later stages.

- The key to increasing the rate of construction of new dwellings in Warkworth is to enable the market to supply:
 - A range of dwelling types and sizes.
 - A range of zones that enable these dwelling types and sizes.
 - A competitive raw development land market.
 - Several large masterplanned developments that can supply higher density more affordable housing in the middle and later stages.

Industrial Land

- The WNSP and the WNPPC both identify some industrial activity on the WNPPC land. There is presently a strong supply of industrial land in Warkworth relative to the future demand, summarised as follows:
 - 113 hectares of existing zoned industrial land.
 - 35 hectares (30%) is currently utilised.
 - 79 hectares (70%) is currently vacant.
 - There has been consent granted for 4,000m² GFA of new industrial floorspace in Warkworth over the past ten years. This amount of GFA would require only 1-2 hectares of land.
 - Under the high WNSP growth projections there is demand for a further 21 hectares per decade.
 - Under the high growth scenarios there is no requirement for additional industrial land over the next 2-3 decades.

Commercial Land

- The WNSP identifies a need for three new retail centres, however only identifies two new centres. Both of these centres are located on main roads, near the entrance points to new residential growth areas, and are surrounded by higher density residential zones (Mixed Housing Urban and Suburban). The same approach is optimal for the WNPPC area.
- The retail sector has already identified the SH1 location as optimal for a convenience retail centre (at the northern edge of the WNPPC area). In particular, there is a supermarket and several other retail stores presently being built in this location.
- The supermarket and related stores will be a catalyst for additional retail and commercial activity, and subject to any adverse effects on other centres, this is the optimal location for an additional commercial and mixed use centre.
- In turn, the optimal location for high density residential activity is around this centre. The economic and land use basis for this is generally accepted and is explicit in the AUP zoning provisions.
- Having a commercial and mixed use centre at the SH1/Pak’N Save location, rather than industrial activity, would result in a more conventional masterplan of the WNPPC land and would be complementary to the functions of the existing town centre. This would in turn support a faster dwelling construction rate in Warkworth and increase the potential for a positive return (NPV) on the significant Watercare and other infrastructure investments.
- A neighbourhood centre located as indicated in the applicant’s will be complementary to both a new commercial centre and the existing town centre

Large Master-planned Developments

- The WNPPC is a large area of land that is mostly owned by two entities. It is an important opportunity to enable a large masterplanned development. By comparison, the Stage 2 and 3 land is comprised of small-medium sized lots, that may be subject to challenges for coordinating large tracts of lands for development in the future. A conventional master-planning approach for the WNPPC area of land would be:
 - A focus on residential and local retail/commercial rather than industrial activity.

- A commercial centre near the main entrance point at the northern SH1 edge of the site.
- Higher density housing (terrace, apartment, retirement) surrounding the retail commercial centre.

Further to the responses above, we would also like to expand on the following matters relating to urban design for our stance in support of Submissions 2 (Chad and Carly Ranum) and 23 (Turnstone Capital), and our opposition to Submission 12 (Auckland Council) and 19 (Summerset Villages).

- The northwestern part of Warkworth is likely to be a semi-permanent / long term boundary given that the newly constructed state highway will serve as a major severance that limits further expansion of the town. This is of itself supported as a means of helping keep Warkworth compact and limiting ongoing spread. But it is only an appropriate mechanism when the land within the barrier, and which can integrate well as a part of Warkworth, is used efficiently so that its capacity to provide housing and accommodate growth (over and above the specific timeframe and derived supply target of interest to the Council right now) is maximized. Failing to do this will simply result in future for unnecessary future expansion and less integrated urban forms.
- Planning for Warkworth should not be seen as an exercise of using suitable land to meet only one medium-term population projection; that will result in de-facto slow-motion sprawl. The practical inability to intensify existing suburban areas has meant much of the existing Auckland area has become locked in an inefficient and wasteful pattern that is only possible to be changed at an incremental pace. Warkworth should not become yet another example of this. Instead, the submitter believes that promoting sustainable management will be best served in green field areas by providing for the most sustainable densities that the land can support based on the carrying capacity and practicalities of the land, irrespective of the timeframe that it may take to 'fill up' (it will simply mean the land takes longer to be fully built out). Far from creating infrastructure capacity or funding problems, the submitter believes this is the most efficient and cost effective means of planning for growth because it will result in the highest densities using the least extent of piped and built infrastructure networks.

- The Single House zone is best suited to maintain the amenity and character of existing suburban areas or where there are long-term infrastructure capacity constraints. In green field areas the SHZ is less efficient and gives less housing choice because there is no option to divide an existing dwelling into two as well as provide a minor household unit (the way the zone has been justified in existing developed areas); in other words it is a much lower density zone in a green field situation than in the brown field situations that the SHZ zone and standards were primarily designed around). The Mixed Housing Suburban zone provides for a similar bulk and scale of buildings as the SHZ but provides for much greater efficiency and housing choice. In other words, MHS delivers comparable built form effects but has additional benefits, and allows densities that are comparable to the SHZ in brownfield contexts.
- There is no technical constraint or reason that would otherwise justify SHZ on the land; it is not a prominent or elevated landform, is not an outstanding or high amenity natural landscape, and has been permanently modified by the very urban state highway. The precedent for balancing amenity, efficiency and a quality compact urban form in this circumstance is best exhibited by the recent green field planning undertaken in association with SH18 for Hobsonville Village. Along that new highway edge the Council (appropriately) supported higher density zoning. In this instance the most appropriate zone, and which will deliver a built form outcome that is compatible with what the SHZ (in a brown field context) enables, will still be achieved. By enabling the highest sustainable density the land will best contribute its fair share of new infrastructure (transport in particular) costs, make best use of new infrastructure, and grow the local catchment of Warkworth centre.