

Spatial Land Use Strategy - North West

Kumeū-Huapai, Riverhead, Redhills North

Adopted May 2021





Table of Contents

Executive Summary	4
1 Purpose	7
2 Background	9
3 Strategic context.....	18
4 Consultation	20
5 Spatial Land Use Strategy for Kumeū-Huapai, Riverhead, and Redhills North	23
6 Next steps	43
Appendix 1 – Unitary Plan legend.....	44
Appendix 2 – Response to feedback report on the draft North West Spatial Land Use Strategy	46
Appendix 3 – Business land needs assessment.....	47
Appendix 4 – Constraints maps	48

Executive Summary

The Supporting Growth Programme is planning the transport investment in Auckland's Future Urban zoned areas over the next 10 to 30 years. To inform the future transport network a Spatial Land Use Strategy is required for the Kumeū-Huapai, Riverhead, and Redhills North Future Urban zoned areas.

The land is zoned Future Urban but the commencement of structure plans for these areas is not anticipated until around 2025 – as the land is not anticipated to be development ready for another 8-12 years. Therefore, a higher-level Spatial Land Use Strategy can inform the future transport network.

The Strategy identifies locations for future centres and business land that the transport network will support and impact upon. The Spatial Land Use Strategy is not a detailed structure plan and is only intended to be a high-level outline of the future land uses in the Future Urban zone.

The development of the Spatial Land Use Strategy has been influenced by a number of factors including zoning principles from the Unitary Plan, directions from the National Policy Statement on Urban Development, the existing land uses and zonings of adjacent land, the Indicative Strategic Transport Network, potential future Rapid Transit Network ('RTN') station locations, future business and centre land requirements, various land constraints such as flooding and natural heritage, as well as feedback from public consultation.

A number of land use options were reviewed before determining the preferred option. The preferred option is shown in Figure 1 below.

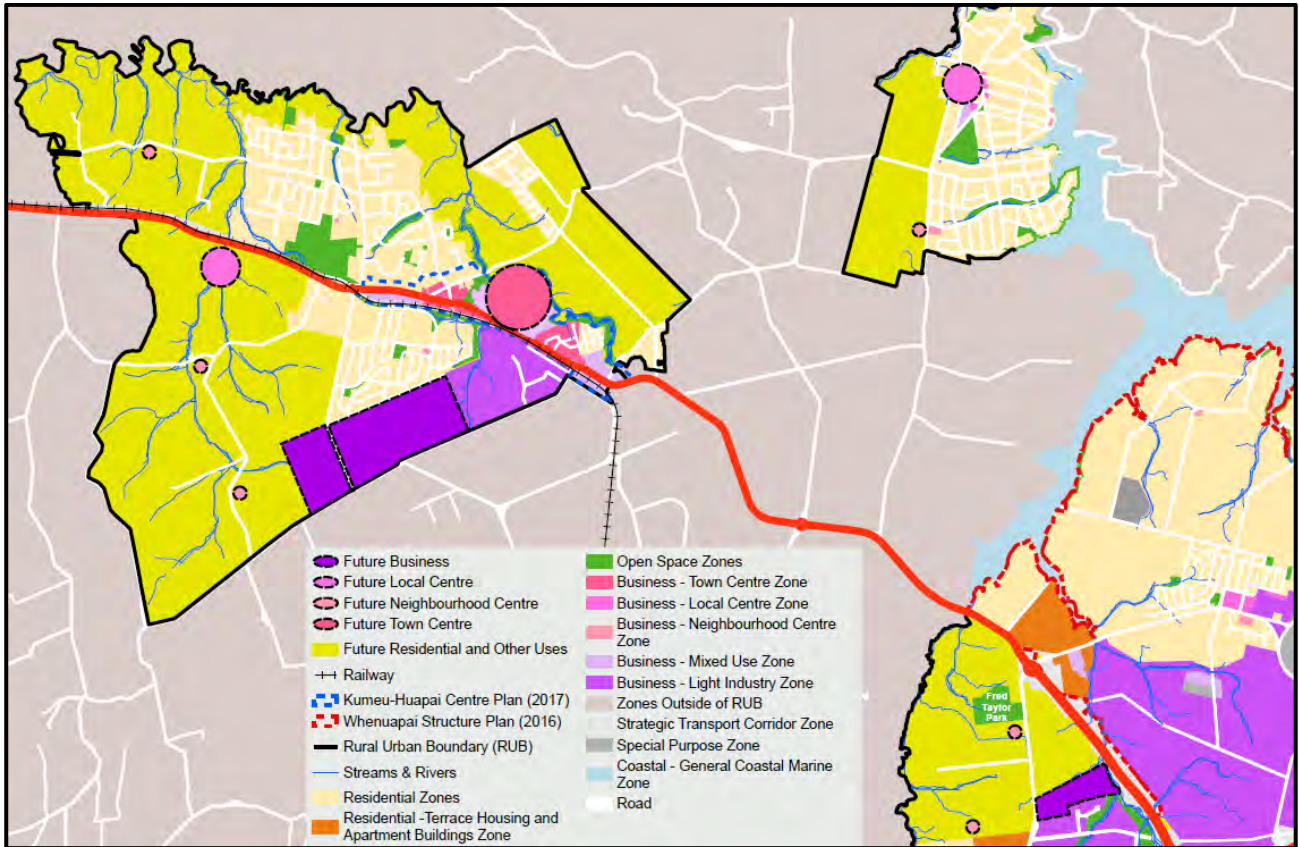


Figure 1 - Spatial Land Use Strategy - Kumeū-Huapai, Riverhead, and Redhills North. Refer Appendix 1 for zoning legend.

The Spatial Land Use Strategy shows around 80ha of business land located in the south of Kumeū and the south of Redhills North. This amount is based on the forecast demand for industrial business land while taking into account the already large area of Whenuapai set aside for future industrial uses. The Kumeū land will provide a space for industrial activities in the town centre to relocate to (as sought by the Kumeū-Huapai Centre Plan).

The land in the south of Kumeū (70ha) on Access Road is the preferred area for additional industrial land in the town as the land is flat, adjacent to existing industrial land, has good transport links, and has some parts with documented contamination issues. The future business land identified in the south of Redhills North (10ha) is flat, adjacent to existing industrial land, has access to motorway interchanges, is market attractive, and will not significantly impact on the potential for high density residential development around an RTN station in the vicinity.

The Spatial Land Use Strategy shows an expansion of the existing Town Centre in Kumeū-Huapai and the existing Local Centre in Riverhead. A new Local Centre is shown in towards the west of Kumeū-Huapai along SH16. The location of this centre is preferred as it will be near the location of potential RTN stop in Kumeū-Huapai, will service a wide

residential catchment, is on a major transport route (SH16), and is flat, greenfield land that can accommodate high density residential development around it. Smaller Neighbourhood Centres are shown in the west of Kumeū-Huapai, south of Riverhead, and within Redhills North.

The draft Spatial Land Use Strategy was open for consultation from November 2020 to February 2021. It was publicised in conjunction with the Supporting Growth Programme as it informs the Supporting Growth process.

Following the feedback received during consultation, some changes to the Strategy have been made. The final Spatial Land Use Strategy for Kumeū-Huapai, Riverhead, and Redhills North was adopted by the Auckland Council Planning Committee on 6 May 2021.

1 Purpose

The Supporting Growth Alliance are preparing Detailed Business Cases for key transport infrastructure projects in the North West. To inform these, a Spatial Land Use Strategy is required for the Kumeū-Huapai, Riverhead, and Redhills North Future Urban zoned areas to show the key land uses that the transport projects will support and impact upon.

Section B2 *Urban Growth and Form* of the Auckland Regional Policy Statement ('RPS') sets out objectives and policies for urban form and growth. These include a requirement that a structure plan be prepared in accordance with *Appendix 1 Structure Plan Guidelines* before land is rezoned from Future Urban to 'live' urban zones.

In the normal course of events, detailed structure plans would be prepared for the Future Urban zoned land in the Kumeū-Huapai, Riverhead, and Redhills North area (refer Figure 2 below). However, the commencement of structure plans is not anticipated until around 2025, being a few years before the development ready timeframe for this land (2028-2032) in the Future Urban Land Supply Strategy.

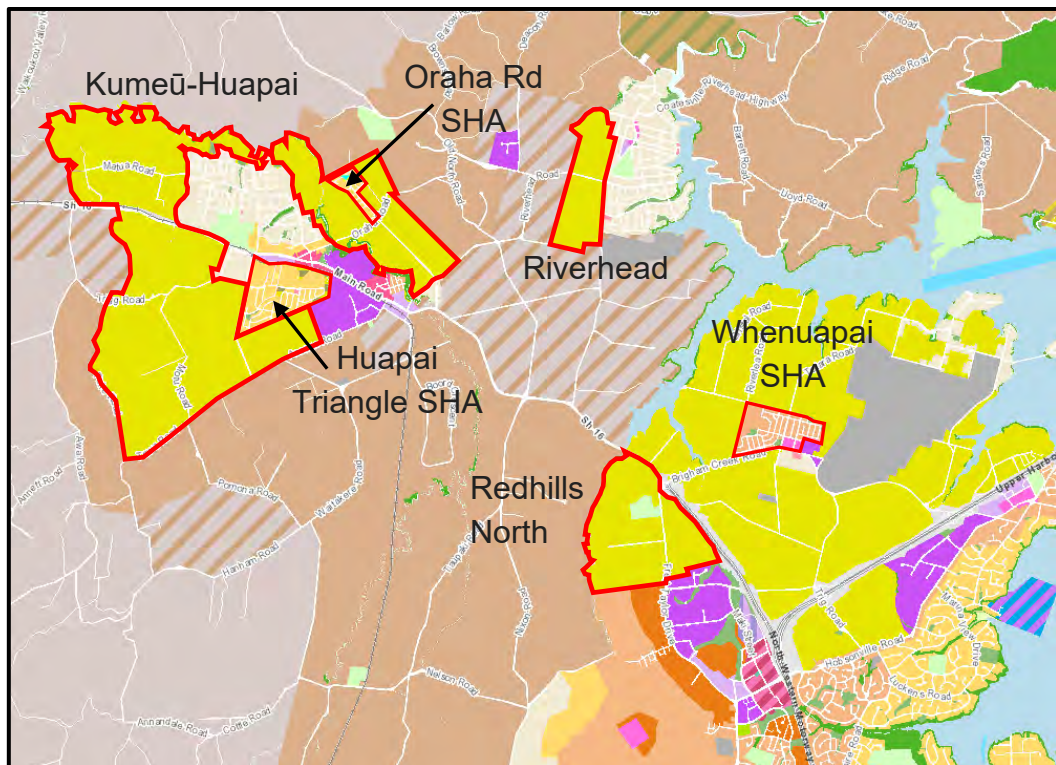


Figure 2 - Kumeū-Huapai, Riverhead and Redhills North Future Urban Areas (outlined in red). Refer Appendix 1 for zoning legend.

The structure plan process involves detailed analysis and investigation of the area with the resulting structure plan setting out relatively detailed land uses, infrastructure requirements and sequencing for the future development of the land. A structure plan forms the basis for future plan changes to rezone the land in the Unitary Plan and for infrastructure projects to be including in funding plans.

While structure planning is some time off for this area, the Supporting Growth Alliance's Detailed Business Case ('**DBC**') process is occurring now so that key transport networks can be route protected. To support the DBC process and ensure that future transport and land use is integrated, the Alliance requires a high-level identification of where key land uses that influence transport routes, or are influenced by transport routes, are intended to be located.

This can be achieved through a Spatial Land Use Strategy. The Spatial Land Use Strategy identifies the location and general scale of key land uses that are critical to decision making on the transport projects being considered in the DBC process.

The Spatial Land Use Strategy sits between the high-level Auckland Plan Development Strategy and the more detailed structure plans that will be prepared prior to land being rezoned for development in the future. The Spatial Land Use Strategy will not be as detailed as structure plans. However, the identification of the key land uses must be robust enough, and of sufficient detail, to enable the various transport network options to be assessed and preferred options arrived at. These projects will then go forward to the route protection stage.

The Spatial Land Use Strategy will be a starting point that future structure plans may build on. However, changes in evidence strategy, policy, and the status of infrastructure planning may require changes at the next stage of planning. The Spatial Land Use Strategy has been prepared under the Local Government Act and has been subject to public consultation in conjunction with Supporting Growth's emerging preferring transport network options.

It is important to clarify that the strategy only deals with existing Future Urban zoned land and it does not attempt to shift the Rural Urban Boundary or identify any additional rural land for urbanisation.

2 Background

2.1 Supporting Growth

Te Tupu Ngātahi (the Supporting Growth Alliance) is an alliance between Waka Kotahi NZ Transport Agency and Auckland Transport to carry out the business case and route protection phases of the Supporting Growth Programme¹. The Supporting Growth Programme is to plan transport investment in Auckland's future urban zoned areas over the next 10 to 30 years.

Auckland in 2050 will look quite different with the population expected to grow by up to one million people. Most of this growth will go into existing urban areas, however around a third will go into future urban zoned areas (greenfields land) identified in the Unitary Plan. These areas will be rezoned over the next few decades and are located within:

- Warkworth
- Wainui, Silverdale and Dairy Flat in the North
- Kumeū-Huapai, Redhills, Whenuapai and Riverhead in the North West
- Takanini, Opāheke, Drury, Paerata and Pukekohe in the South

The Alliance is undertaking the detailed investigations needed for business cases to confirm the preferred transport networks. Once confirmed, the Alliance will then carry out the route protection process to protect the land for these networks over the coming years.

Te Tupu Ngātahi means 'to grow together as one'. The Alliance comprises Auckland Transport and NZ Transport Agency as the owner participants, consultants AECOM and Beca, and legal providers Bell Gully and Buddle Findlay.

The project is being undertaken in collaboration with Auckland Council, Mana whenua and KiwiRail. The Alliance is also engaging with key stakeholders such as businesses and

¹ Formerly known as the Transport for Urban Growth Programme

communities at different stages over the next few years as they move through the stages of project development.

2.2 Indicative Business Case for the North West

In July 2019, Auckland Transport and the NZ Transport Agency confirmed an Indicative Strategic Transport Network for the North West – a shared vision for the future transport investments needed to support new neighbourhoods in the future urban zoned areas.

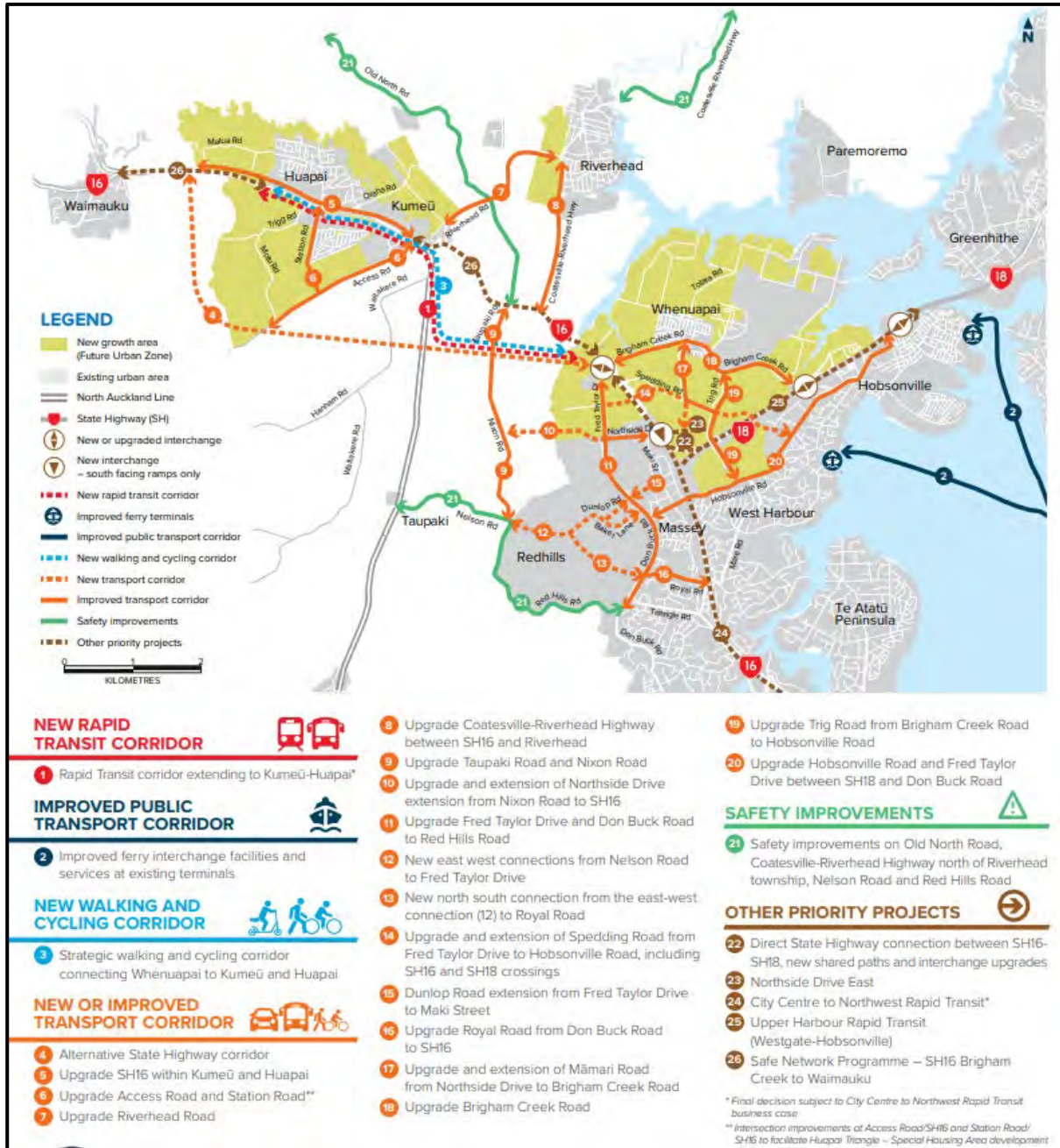


Figure 3 - North West Indicative Strategic Transport Network for the North West

This transport infrastructure plan was based on the broad land use scenarios in the Auckland Plan (refer to Section 3.1). The Indicative Business Case ('IBC') recommended a North Western indicative strategic transport network as shown in Figure 3. It is a 30-year plan for a well-connected transport system that will deliver great safety, accessibility and liveability outcomes in North West Auckland. It includes:

- Proposed public transport facilities to support rapid transit services
- Further development of a walking and cycling network

- Safety upgrades and improvements for the roading network
- State highway upgrades including an alternative route for SH16 to support greater growth in Kumeū-Huapai

2.3 Detailed Business Case for the North West

The Supporting Growth Alliance is now working on a Detailed Business Case ('DBC') including more detailed technical investigations for each of the projects in the network.

This will lead to a specific route protection process over the next few years to ensure that the land needed to build and operate the routes in the future is set aside and protected in advance of the transport projects being constructed and the land being developed.

The DBC process involves:

- Identifying transport outcomes and supporting land use integration
- Option development
- Option assessment
- Identifying a recommended option
- Public consultation
- Develop urban development opportunities

Key elements of the DBC process are:

- a collaborative approach
- strong integration of land use and the future transport network, including the Rapid Transit Network ('RTN') and active transport network.

2.4 Greenfield land in the North West

The Kumeū-Huapai, Riverhead, and Redhills North Future Urban zoned areas together have approximately 2,800ha of greenfield land. Greenfield land means land identified for future urban development that has not been previously developed.

2.4.1 Redhills

The future land uses for some of this greenfield land are known. The Redhills area (580ha) received a 'live' urban zoning through the Unitary Plan process including a local centre and areas of various residential densities. A Redhills precinct is also included in the Unitary Plan and it includes further details around how the future land uses and infrastructure are to be arranged in this area. The Redhills greenfield area is shown on Figure 4 below.

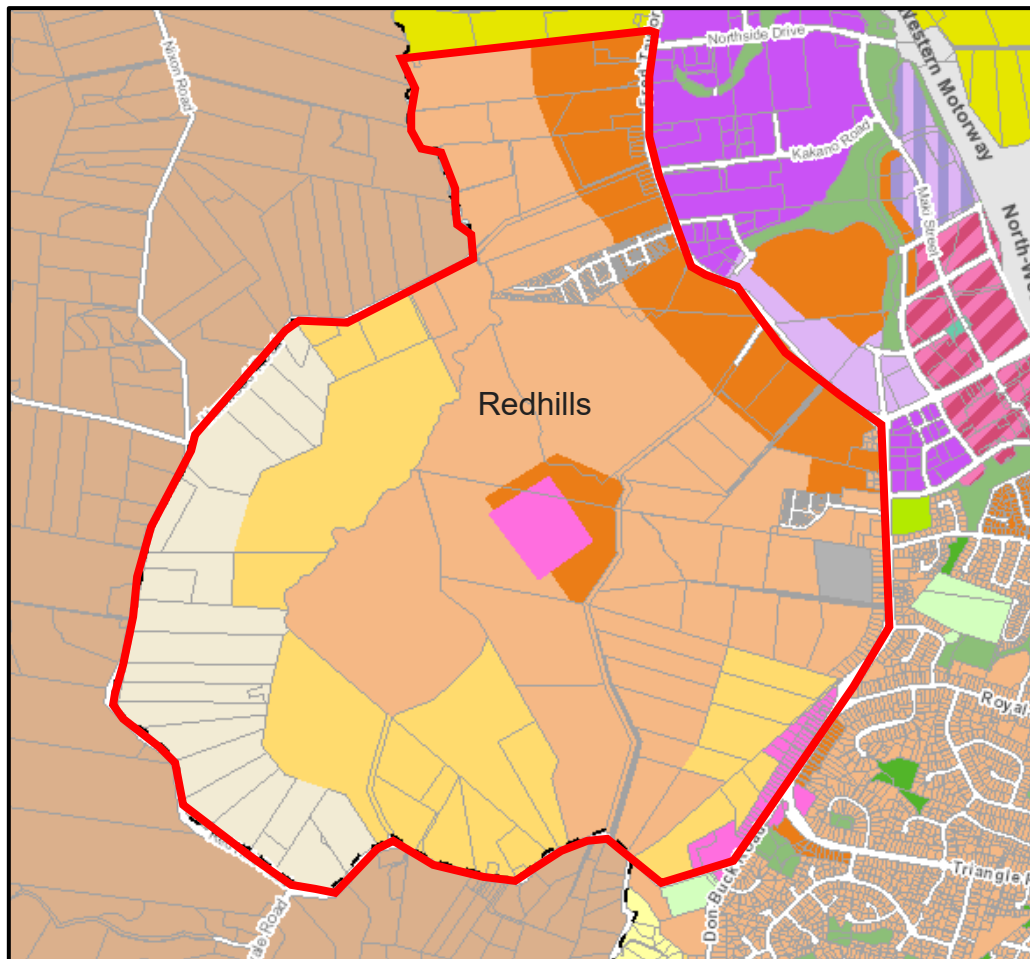


Figure 4 - Redhills greenfield area (outlined in red). Refer Appendix 1 for zoning legend.

2.4.2 Special Housing Areas

The Special Housing areas of Huapai Triangle (65ha), Oraha Road (15ha), and Whenuapai 1 and 2 (50ha) are areas that were formerly zoned Future Urban in the North West, but were fast-tracked for housing development. They are now all well advanced in terms of housing development and around 3,000 dwellings are anticipated² across the 130ha.

² Based on the anticipated dwellings when the Special Housing Areas were announced: Huapai Triangle (1,200), Oraha Road (250), and Whenuapai Village (1,500).

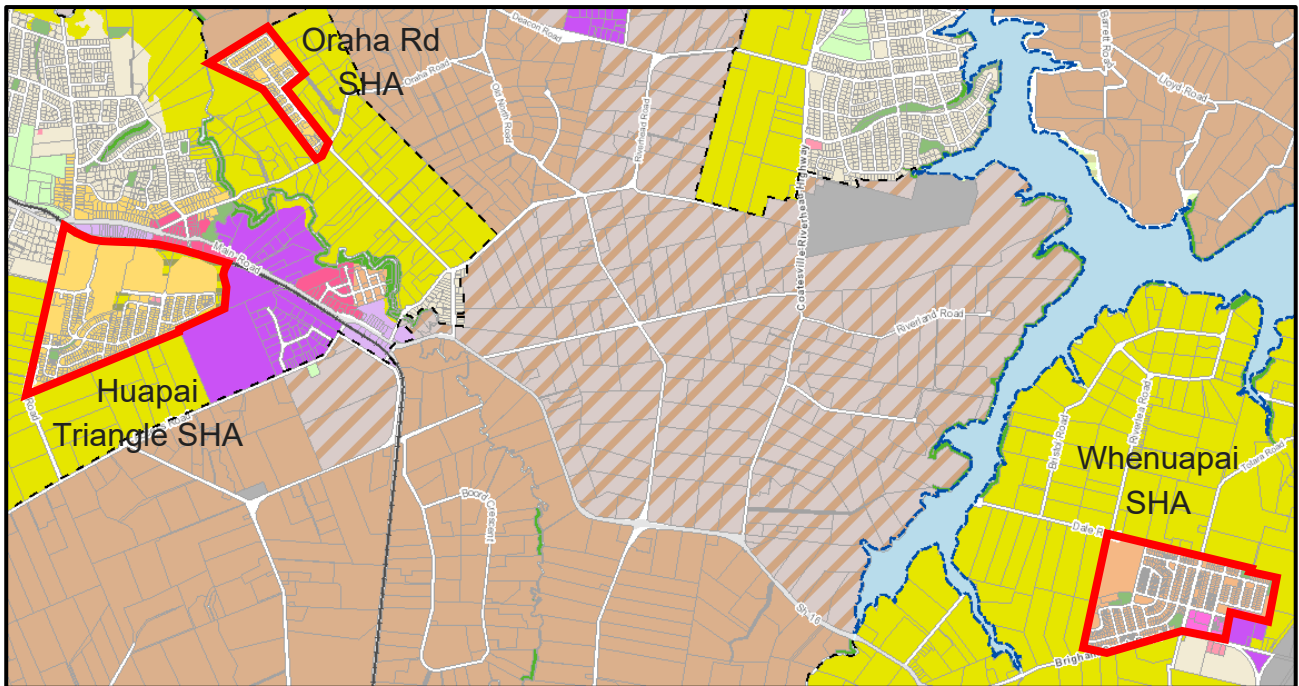


Figure 5 - Special Housing Areas in the North West (outlined in red). Refer Appendix 1 for zoning legend.

2.4.3 Whenuapai

The rest of the greenfield land in the North West is zoned Future Urban. However, a large area of Future Urban zoned land in Whenuapai (1,000ha) shown in Figure 6 below, has an adopted structure plan. The Whenuapai Structure Plan (2016) shows the high-level layout of future land uses and infrastructure for this area (refer to Figure 6 below). Plan Change 5 (Whenuapai) to the Unitary Plan is seeking to implement the first stage of the zoning pattern shown in the structure plan (refer to Figure 8 below). This plan change aims to rezone approximately 360 hectares of mostly Future Urban zoned land to a mix of business and residential zones.

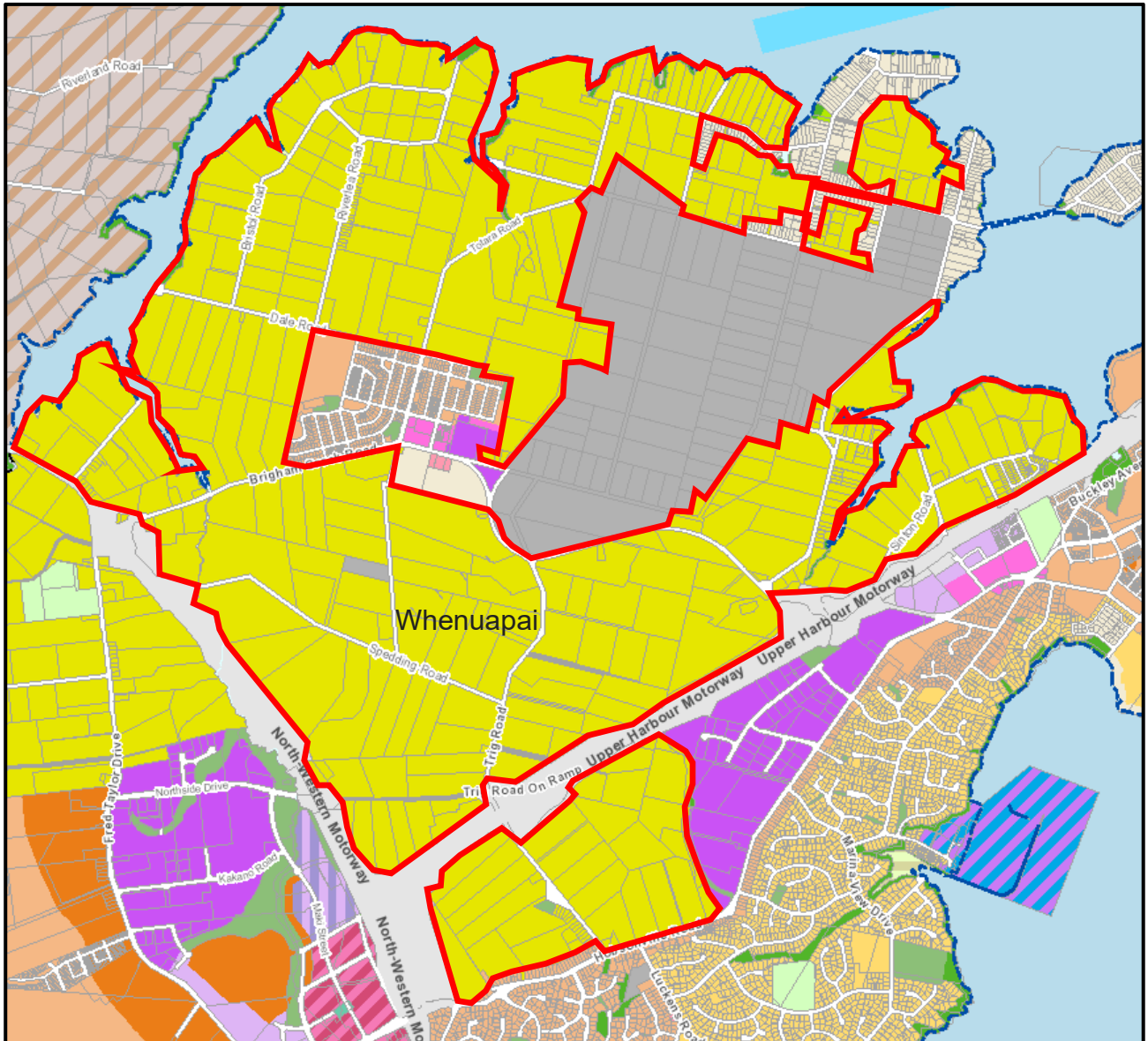


Figure 6 - Whenuapai Future Urban zoned area. Refer Appendix 1 for zoning legend.

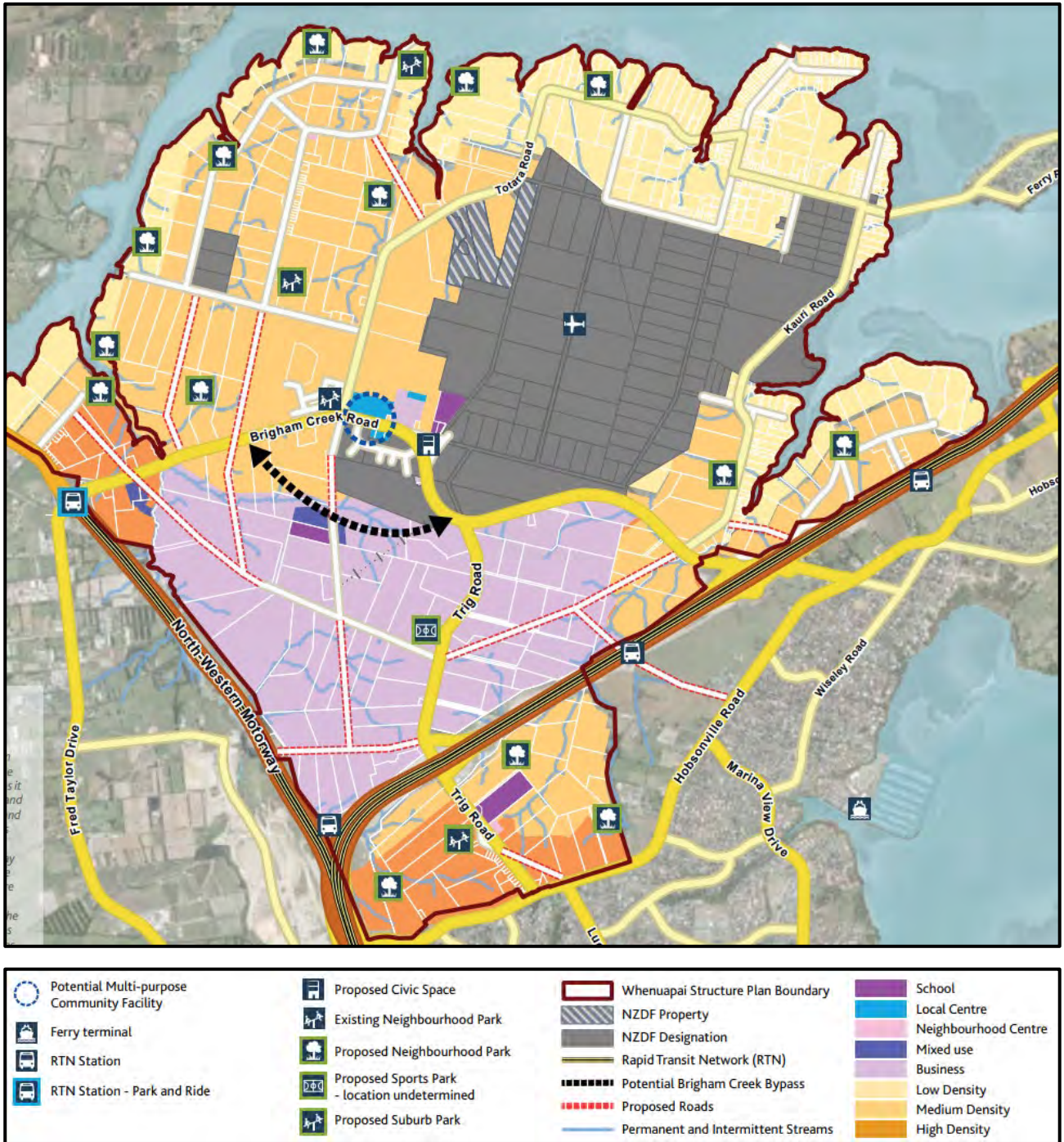


Figure 7 - Whenuapai Structure Plan (2016)

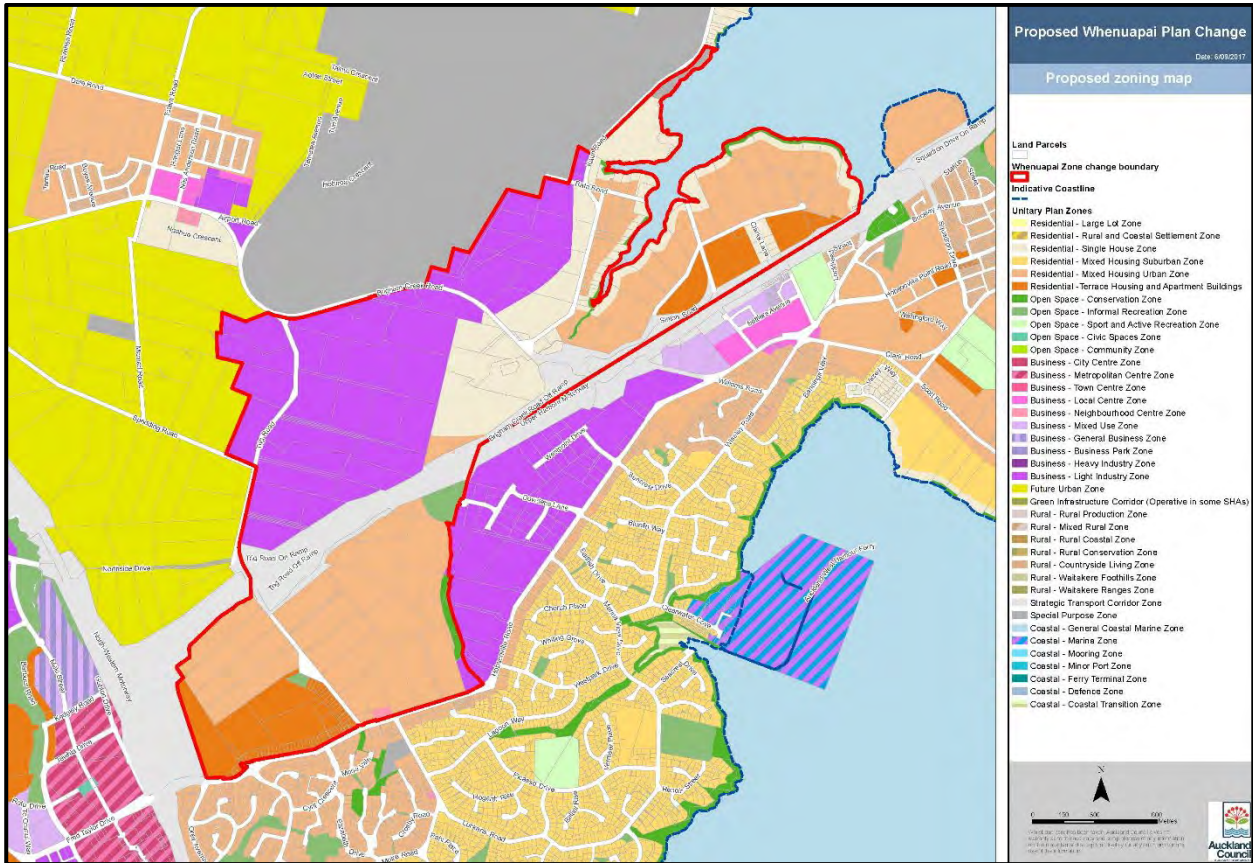


Figure 8 - Plan Change 5: Proposed Zoning map

2.4.4 Kumeū-Huapai, Riverhead, and Redhills North

There is a level of certainty about the future land uses of the above areas. In contrast, the remaining greenfield areas in the North West remain zoned Future Urban and currently do not have structure plans prepared for them. This includes the Future Urban zoned land in Kumeū-Huapai (800ha), Riverhead (80ha), and Redhills North (170ha). These are identified in Figure 2.

It is these Future Urban zoned areas in Kumeū-Huapai, Riverhead, and Redhills North that the Spatial Land Use Strategy covers. The Strategy is to assist the Supporting Growth Alliance as they prepare their strategic transport networks through the greenfield growth areas in the North West.

3 Strategic context

3.1 Auckland Plan 2050

Auckland Council’s strategic direction for growth in Auckland, set out in the Auckland Plan 2050 includes the urbanisation of rural land around Kumeū-Huapai, Riverhead, and Redhills North.

The Auckland Plan Development Strategy shows how Auckland will physically grow and change over the next 30 years. It takes account of the outcomes the Auckland Plan wants to achieve, as well as population growth projections and planning rules in the Unitary Plan. It provides a pathway for Auckland’s future physical development and a framework to prioritise and coordinate the required supporting infrastructure.

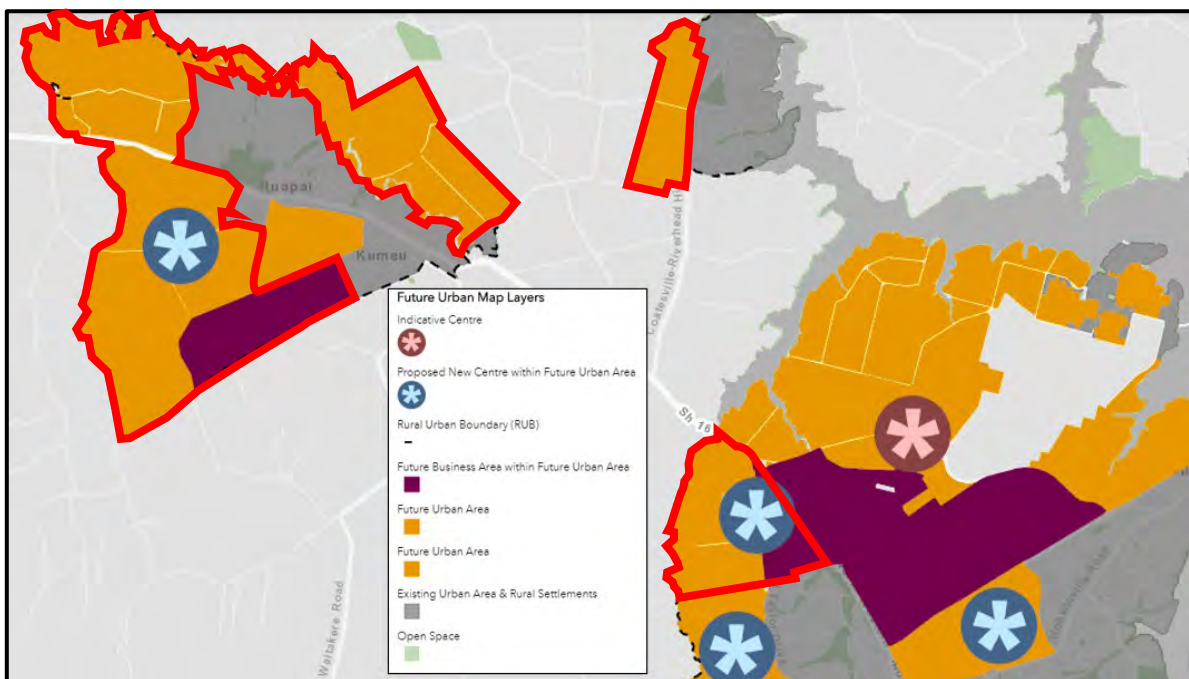


Figure 9 - Auckland Plan 2050 Development Strategy (study area outlined in red)

The Development Strategy shows the Future Urban growth areas in the North West (refer to Figure 9 above). A large Future Business Area is shown in the southern area of Whenuapai – as identified in the Whenuapai Structure Plan (2016) and part of which is being rezoned under Plan Change 5. This Future Business Area in Whenuapai stretches across to include the land west of the SH16 motorway at Redhills North. Another smaller Future Business Area is identified in the Development Strategy in the south of Kumeū-

Huapai. Proposed new centres are shown in the southwest of Kumeū-Huapai and two in the Redhills North area.

3.2 Future Urban Land Supply Strategy 2017

The council’s Future Urban Land Supply Strategy 2017 (**‘FULSS’**) sets out a programme for sequencing the development and urbanisation of Auckland’s greenfields land over 30 years.

The FULSS identifies all the Kumeū-Huapai, Riverhead, and Redhills North Future Urban zoned land to be ‘development ready’ between 2028 – 2032 as shown on Figure 10 below.

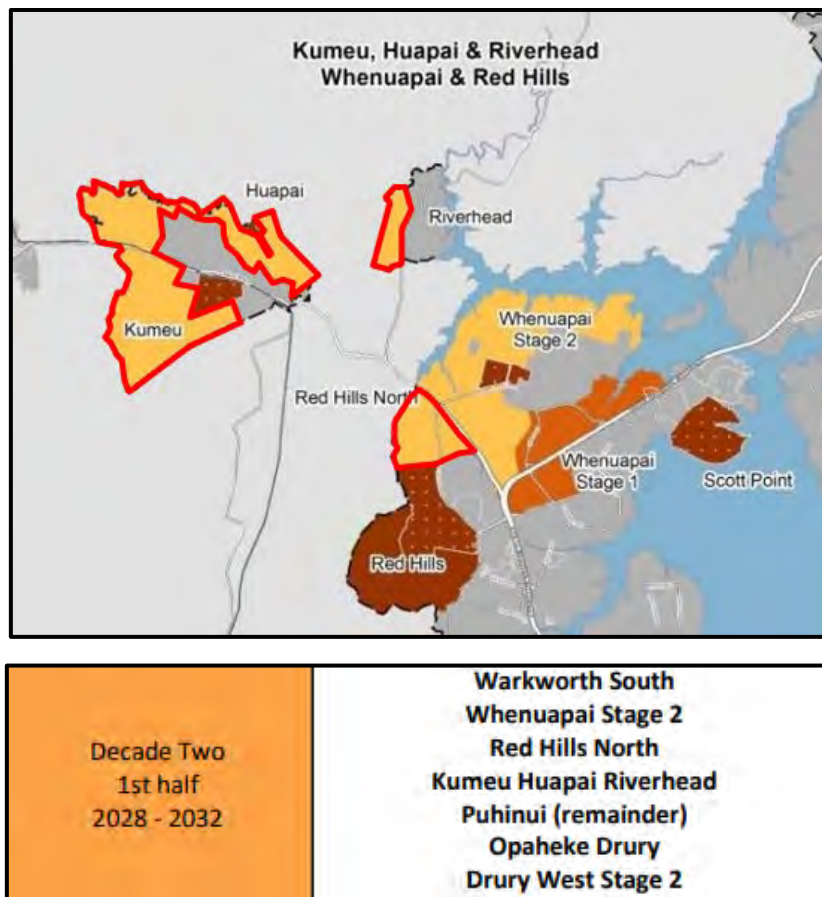


Figure 10 - Future Urban Land Supply Strategy (2017) (study area outlined in red)

‘Development ready’ means that the area has been structure planned, has a ‘live’ Unitary Plan zoning, and bulk infrastructure (transport, water, wastewater) is available to service urban development. The key reason that the Future Urban zoned land in the North West is not anticipated to be development ready for another 8-12 years is primarily due to the

existing transport issues in the area. The sequencing of this greenfield land for 2028 - 2032 gives time for the Supporting Growth Alliance to identify and route protect the future transport network, and for its implementation by Auckland Transport and NZTA.

4 Consultation

4.1 Feedback received

A draft version of the Spatial Land Use Strategy for the North West was open for consultation from November 2020 to February 2021, in conjunction with the Supporting Growth Programme for future transport plans for the North West of Auckland. 25 pieces of feedback were received that were specifically on the Spatial Land Use Strategy.

Around 70% of the respondents did not support the draft strategy. Six respondents didn't know, and two respondents supported the draft strategy. The main themes of feedback and how the final plan responds to them are outlined below.

Infrastructure required first:

A key theme of feedback was that much more infrastructure (roads, public transport, water, schools, etc.) was required before the area could grow. It is important to note that planning ahead for growth and infrastructure is exactly the purpose of the North West Spatial Land Use Strategy. The context for preparing the strategy is to inform the future transport network planning for the North West. The Supporting Growth Alliance will be able to plan for an effective and efficient network based on the strategy's high-level outline of the future land uses in the Future Urban zone.

Oppose urban expansion on the edge of Auckland:

Another theme from feedback on the draft strategy was the opposition to continued or further greenfield urban expansion of Auckland in the North West. The North West Spatial

Land Use Strategy does not change the location of the Rural Urban Boundary nor identify any new land for greenfield urban expansion.

The council is 'all talk and no action':

It is acknowledged that there is a long lead in time on the future transport projects shown in the joint consultation with the Supporting Growth Alliance. However, it must also be recognised that the cost of these transport projects runs into the billions of dollars, so it is important to plan properly for them.

Request Rural Urban Boundary extension to include specific land:

There were some requests to shift the Rural Urban Boundary to include specific land around Foster Road and the large area between Redhills and Kumeū-Huapai. The purpose of the North West Spatial Land Use Strategy is not to find more potential urban land and shift the Rural Urban Boundary, but rather to identify a high-level outline of future land uses for the Future Urban zoned land in the North West.

Other general feedback:

The other feedback received on the draft Spatial Land Use Strategy for the North West was mostly well outside the scope of this project (e.g. design of buildings in Kumeū-Huapai, Helensville). The specific comments relating to the transport network were passed on to the Supporting Growth Alliance for their analysis as part of the feedback on the future transport network.

Opposition to the future expansion of the Kumeū-Huapai Town Centre:

There was only one response around centres in the draft strategy and it opposed the future expansion of the existing Kumeū-Huapai town centre area. This feedback essentially seeks to overturn the outcome of the 2017 Kumeū-Huapai Centre Plan process. That Centre Plan is an adopted plan and has its own review process. There are currently various agencies working to implement the actions from the plan. The implementation of the particular actions that have been opposed (around the future improvements to the centre) are long-term actions and there will be further opportunities for feedback on that matter, including formal submissions into a statutory Plan Change process.

Opposition to the location of the future business (industrial) land in Kumeū-Huapai:

There were only a few responses around business land and they were opposed to the location of the future business (industrial) land in Kumeū-Huapai. The reasons for the opposition were that future industrial uses would be incompatible with the neighbouring residential and rural lifestyle land. However, it is considered that the potential for amenity effects on surrounding properties can be addressed during the later structure plan stage.

Mixed views on residential land and densities:

Some responses sought more higher density housing while others opposed any higher density housing. This matter is outside the scope of the strategy and further detailed work on the residential areas (in terms of densities etc.) will occur at a later structure plan stage.

The amount and type of parks (open space) to meet future needs:

A few responses commented on the amount and type of parks/open space to meet future needs. This matter is outside the scope of the strategy and further detailed work on open space will occur at a later structure plan stage.

4.2 Changes to the strategy resulting from feedback

Based on the feedback received, the draft version of the Spatial Land Use Strategy for the North West was updated to:

- include wording in the final strategy that clearly states that the strategy will assist with forward planning and the provisions of infrastructure.
- include wording in the final strategy that clearly states that the strategy only deals with existing Future Urban zoned land and it does not attempt to identify any additional rural land for urbanisation.
- include wording in the final strategy that outlines how the potential for amenity effects on surrounding properties can be addressed during the later structure plan stage.

In addition, based on updated information from SGA on potential RTN stations in Kumeū-Huapai, the new Local Centre in Kumeū-Huapai has been shifted slightly to the west to more closely align with a potential RTN station location.

Further information on the consultation on the Spatial Land Use Strategy can be found in Appendix 2.

5 Spatial Land Use Strategy for Kumeū-Huapai, Riverhead, and Redhills North

5.1 Land uses to identify

As outlined in section 1, the Spatial Land Use Strategy is not a detailed structure plan and is only intended to be a high-level outline of the future land uses in the Future Urban zone. Only the future land uses that either strongly influence the location of transport networks or are strongly influenced by the location of transport networks are required to be identified, so that the Supporting Growth Alliance can prepare its DBC.

In light of this, the Spatial Land Use Strategy only addresses the following land uses:

- **Centres:** Commercial (retail, office) centres that would be surrounded by high density residential development
- **Business land:** Specifically, land-extensive industrial style developments (i.e. logistics, warehousing, manufacturing, construction yards, etc)

The Spatial Land Use Strategy does not propose to specifically identify any new parks/open space, mixed use areas, different residential densities (aside from those anticipated around centres), or other infrastructure such as community facilities. Those land uses (and others) will be addressed in the detailed structure plan to be completed for this area in the future.

5.2 Factors influencing the development of the Spatial Land Use Strategy

The following factors have been taken into account when developing the Spatial Land Use Strategy for Kumeū-Huapai, Riverhead, and Redhills North.

5.2.1 Zoning principles in the Unitary Plan

5.2.1.1 Centres

The Regional Policy Statement provides strategic direction on the provision of centres. This essentially seeks to promote a quality compact urban form with a hierarchy of centres which provide for a range of activities. Specific objectives and policies relevant in this context are set out below.

Under B2.2.2. Policies on Quality Compact Urban Form Policy 6 states:

Identify a hierarchy of centres that supports a quality compact urban form: at a regional level throughtown centres which function as commercial, cultural and social focal points for the region or sub-regions; and....at a local level through local and neighbourhood centres that provide for a range of activities to support and serve as focal points for their local communities.

In B2.4.1 on Residential Growth, Objective 3 is:

Land within and adjacent to centres and corridors or in close proximity to public transport and social facilities (including open space) or employment opportunities is the primary focus for residential intensification.

In B2.5. on Commercial and Industrial growth, objectives and policies include:

Objective

- (2) *Commercial growth and activities are primarily focussed within a hierarchy of centres and identified growth corridors that supports a compact urban form.*

Policy

- (2) *Support the function, role and amenity of centres by encouraging commercial and residential activities within centres, ensuring development that locates within centres contributes to the following:*
- (a) *an attractive and efficient urban environment with a distinctive sense of place and quality public places;*
 - (b) *a diverse range of activities, with the greatest mix and concentration of activities in the city centre;*
 - (c) *a distribution of centres that provide for the needs of people and communities;*
 - (d) *employment and commercial opportunities;*
 - (e) *a character and form that supports the role of centres as focal points for communities and compact mixed-use environments;.....*
- (3) *Enable the expansion of metropolitan and town centres having regard to whether it will do all of the following:*
- (a) *improve access to a range of facilities, goods and services in a convenient and efficient manner;*

- (b) maintain or enhance a compact mixed-use environment in the centre;*
 - (c) retain or enhance the existing centre's function, role and amenity;*
 - (d) support the existing network of centres and achieve a sustainable distribution of centres that is supported by sufficient population growth;*
 - (e) manage adverse effects on the function, role and amenity of the city centre, and other metropolitan and town centres, beyond those effects ordinarily associated with trade effects on trade competitors;*
 - (f) avoid, remedy or mitigate the effects of commercial activity on adjoining land uses;*
 - (g) support medium to high intensity residential development; and*
 - (h) support a safe and efficient transport system which is integrated with the centre.*
- (4) Enable new metropolitan, town and local centres following a structure planning process and plan change process in accordance with Appendix 1 Structure plan guidelines, having regard to all of the following:*
- (a) the proximity of the new centre to existing or planned medium to high intensity residential development;*
 - (b) the existing network of centres and whether there will be sufficient population growth to achieve a sustainable distribution of centres;*
 - (c) whether the new centre will avoid or minimise adverse effects on the function, role and amenity of the city centre, metropolitan and town centres, beyond those effects ordinarily associated with trade effects on trade competitors;*
 - (d) the form and role of the proposed centre;*
 - (e) any significant adverse effects on existing and planned infrastructure;*
 - (f) a safe and efficient transport system which is integrated with the centre; and*
 - (g) any significant adverse effects on the environment or on natural and physical resources that have been scheduled in the Unitary Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage or special character*

The Unitary Plan - Town Centre Zone describes the zone and sets out the objectives and policies. The zone description includes the following:

“...The centres are typically located on main arterial roads, which provide good public transport access.

The zone provides for a wide range of activities including commercial, leisure, residential, tourist, cultural, community and civic services, providing a focus for commercial activities and growth.

Most centres are identified for growth and intensification...”

Key objectives and policies of the Town Centre zone include:

General objectives

A network of centres that provides:

a framework and context to the functioning of the urban area and its transport network....

Business Town Centre Zone objectives

Town centres are the focus of commercial, community and civic activities for the surrounding area and which provide for residential intensification.

Business – Town Centre Zone policies

(15) Provide for town centres including new town centres of different scales and locations, that:

- (a) service the surrounding community’s needs for a range of uses, such as commercial, leisure, tourist, cultural, community and civic activities; and*
- (b) support a range of transport modes including, public transport, pedestrian and cycle networks and the ability to change transport modes.*

The Unitary Plan – Local Centre Zone describes the zone and sets out the objectives and policies. The zone description includes the following text:

This Business – Local Centre Zone applies to a large number of small centres throughout Auckland. The centres are generally located in areas of good public

transport. The zone primarily provides for the local convenience needs of surrounding residential areas, including local retail, commercial services, offices, food and beverage, and appropriately scaled supermarkets...

Key objectives and policies of the Local Centre zone include:

- (16) *Enable activities for the local convenience needs of the surrounding residential area, including retail, commercial services, office, food and beverage and small scale supermarkets.*

- (17) *Enable large scale commercial activity where this:*
 - (a) *supports:*
 - (i) *a diversity of activities within the local centre; and*
 - (ii) *the centre's on-going ability to provide for the local convenience needs of its surrounding community;*
 - (b) *does not significantly adversely affect the function, role and amenity of the Business - City Centre Zone, Business – Metropolitan Centre Zone and Business – Town Centre Zone beyond those effects ordinarily associated with trade effects on trade competitors; and*
 - (c) *manages adverse effects on the safe and efficient operation of the transport network including effects on pedestrian safety and amenity.*

- (18) *Provide for the expansion of local centres to better provide for community social and economic well-being, where expansion is suitable for growth in terms of strategic and local environmental effects.*

The Unitary Plan – Neighbourhood Centre Zone describes the zone and sets out the objectives and policies. The zone description includes the following text:

The Business – Neighbourhood Centre Zone applies to single corner stores or small shopping strips located in residential neighbourhoods. They provide residents and passers-by with frequent retail and commercial service needs. Provisions typically enable buildings of up to three storeys high and residential use at upper floors is permitted. Development is expected to be in keeping with the surrounding residential environment.

The key policy of the Neighbourhood Centre zone is:

- (15) *Provide for small scale commercial activities to meet either local or passers-by convenience needs, including local retail, business services, food and beverage activities.*

5.2.1.2 Business land / Industrial

The Regional Policy Statement provides strategic direction on the provision of industrial business land. Specific objectives and policies relevant in this context are set out below, in relation to B2.5 on Commercial and industrial growth:

Objective

- (3) *Industrial growth and activities are enabled in a manner that does all of the following:*
- (a) *promotes economic development;*
 - (b) *promotes the efficient use of buildings, land and infrastructure in industrial zones;*
 - (c) *manages conflicts between incompatible activities;*
 - (d) *recognises the particular locational requirements of some industries; and*
 - (e) *enables the development and use of Mana Whenua's resources for their economic well-being.*

Policies

- (7) *Enable the supply of land for industrial activities, in particular for land-extensive industrial activities and for heavy industry in areas where the character, scale and intensity of the effects from those activities can be appropriately managed.*
- (8) *Enable the supply of industrial land which is relatively flat, has efficient access to freight routes, rail or freight hubs, ports and airports, and can be efficiently served by infrastructure.*
- (9) *Enable the efficient use of industrial land for industrial activities and avoid incompatible activities by all of the following:*
- (a) *limiting the scale and type of non-industrial activities on land zoned for light industry;*
 - (b) *preventing non-industrial activities (other than accessory activities) from establishing on land zoned for heavy industry; and*

- (c) *promoting co-location of industrial activities to manage adverse effects and to benefit from agglomeration.*
- (10) *Manage reverse sensitivity effects on the efficient operation, use and development of existing industrial activities, including by preventing inappropriate sensitive activities locating or intensifying in or adjacent to heavy industrial zones.*

5.2.2 Directions of the National Policy Statement on Urban Development (2020)

The National Policy Statement on Urban Development includes a policy that directs councils to provide for high density residential development around existing and planned RTN stations. Policy 3 states:

“regional policy statements and district plans enable...

- (a) *building heights of least 6 storeys within at least a walkable catchment of the following:*
 - (i) *existing and planned rapid transit stops*
 - (ii) *the edge of city centre zones*
 - (iii) *the edge of metropolitan centre zones;...*

Policy 4 does go on to state that there can be a ‘qualifying matter’ that is needed to be accommodated in an area that may limit the amount of residential intensification. With regards to this Spatial Land Use Strategy, the most relevant qualifying matter is likely to be “the requirement to provide sufficient business land suitable for low density uses to meet expected demand under this National Policy Statement” (3.32(1)(g)). However, as outlined in *Appendix 3 – Business land needs assessment*, it is unlikely that the North West area will have any shortage of industrial land – meaning this qualifying matter is unlikely to be valid.

5.2.3 Constraints mapping

The underlying constraints on the land are a crucial element in preparing the Spatial Land Use Strategy. A number of constraints maps are included in *Appendix 4 – Constraints maps* that cover existing developments (aerial, zoning and precincts), cultural heritage, flooding, natural heritage, and slopes.

5.2.4 Future industrial business land requirements

An assessment of the future industrial business land requirements in the North West has been carried out by Market Economics on behalf of the council (see *Appendix 3 – Business land needs assessment*).

The assessment concludes that based on land use planning (e.g. the Whenuapai Structure Plan) there is likely to be a significant quantity of industrial land in the future – some 380ha. Therefore, there is unlikely to be any significant demand for additional industrial land in the North West. However, some additional areas of industrial land (in areas where this would be the logical land use option) would provide more choice to the market and lower land values due to the additional supply. However, careful consideration is needed in determining how much additional industrial land is provided as it could lead to an inefficient use of that land due to a lack of demand.

5.2.5 Future centres land requirements

An assessment of the future centres land requirements in the North West has been carried out by Market Economics on behalf of the council (see *Appendix 3 – Business land needs assessment*).

The assessment concludes that there will be demand for additional centres in the Future Urban zoned land in Kumeū-Huapai, Riverhead, and Redhills North to provide for the needs of the future population. No new Town Centres are anticipated, but the existing Kumeū-Huapai Town Centre would need to be enlarged. A new Local Centre will be needed in the south western part of Kumeū-Huapai and the existing Riverhead Local Centre would also need to be enlarged.

Additional Neighbourhood Centres will be required in Kumeū-Huapai (3), Riverhead (1), and Redhills North (1-2).

5.2.6 Adjacent existing and proposed land uses/zonings

5.2.6.1 Existing Unitary Plan zonings

The Spatial Land Use Strategy needs to be cognisant of the existing zonings in the Unitary Plan. These can influence land use decisions around industrial land (e.g. locating new industrial land adjacent to existing industrial land) and centres (e.g. distance between any potential new centre and the nearest existing centre).

5.2.6.2 Edges of Future Urban zoned land

The land uses on the *outer edge* of the study area (along the Rural Urban Boundary) are predominately rural-residential (Countryside Living zoned land). There are unlikely to be any significant boundary issues with Countryside Living zoned land as it is essentially a very low-density residential area (rural-residential). There is more potential for boundary issues with the Future Urban zoned areas that are adjacent to the Rural Production or Mixed Rural zones. There is the potential that reverse sensitivity issues may arise for lawful rural land uses such as horticulture and intensive farming with the new arrival of nearby urban uses.

The land uses along the *inner edge* of the study area (along the existing 'live' zoned areas) can be positively linked and integrated with the existing urban area. The most challenging land use interface is likely to be the areas where industrial zonings are adjacent to the Future Urban zone.

5.2.6.3 Existing land uses (and consented land uses)

Existing land uses in the Future Urban zoned areas of the study area are predominately of a rural lifestyle nature. There are some larger blocks of rural production activities. Overall, the types of existing land uses are unlikely to significantly limit future land use options within the study area. Some rural lifestyle properties may be a constraint depending on the size of the property and the value of the dwelling (e.g. by limiting the feasibility of lower value land uses such as industrial).

There are no known unimplemented resource consents in the study area that could significantly impact on future land uses.

5.2.6.4 Whenuapai Structure Plan land uses

For the purposes of this report, the Future Urban zoned land in Whenuapai has been anticipated to be rezoned in the Unitary Plan to the zonings closest to those shown on the Whenuapai Structure Plan map (see Figure 7).

5.2.6.5 Kumeū-Huapai Centre Plan (2017)

The Kumeū-Huapai Centre Plan provides a planning framework to guide how the town centre area grows and develops in the short term and over the next 30 years. It sets a vision for the future that "Kumeū-Huapai is an attractive town centre that focuses on the river, has improved connections, and celebrates its heritage and rural hinterland."

The plan has four key ideas that respond to the challenges and opportunities facing the Kumeū-Huapai town centre. Each key idea is supported by implementable actions.

- We want our town centre to look better.
- We want to get around the centre more easily.
- Let's improve the river and our natural environment.
- The town centre is about the people.

One of the main actions in the plan is for the centre area to be reinforced as a focal point for the community, with industrial activities shifting out over time to be replaced by a mix of commercial and residential activities. A new main street running parallel to SH16 is envisioned and for the centre to turn around to face the Kumeū River and make the most of that as a natural and recreational amenity.

For the purposes of this report, the future land uses in the centre of Kumeū-Huapai are anticipated to be rezoned in the Unitary Plan to the zonings closest to those shown on the Kumeū-Huapai Centre Plan.

The centre plan makes it clear that the existing centre of Kumeū-Huapai will remain where it is due to the level of investment already sunk into the centre, and the ongoing new investment that is still occurring. The centre plan states “As the surrounding area grows, the existing central area of Kumeū-Huapai will continue to be a focal point and there will likely be opportunities for redevelopment within the study area. This is especially following recent rezoning of the centre area in the Auckland Unitary Plan.”

5.2.7 High-level strategic transport network for the North West

The Spatial Land Use Strategy takes into account the Supporting Growth Alliance's Indicative Strategic Transport Network for the North West (as shown in Figure 3).

5.2.8 Potential station locations for the future Rapid Transit Network

The Rapid Transit Network ('RTN') from the city to Westgate is not part of the Supporting Growth Programme. It is being run as a separate project. Through the work to date on this project, it is anticipated that an RTN station is likely to be located at Brigham Creek in approximately the location shown on Figure 11 below. Note that the Supporting Growth Programme are preparing a Detailed Business Case between Brigham Creek and Kumeū-Huapai. This does not include the potential RTN station at Brigham Creek.

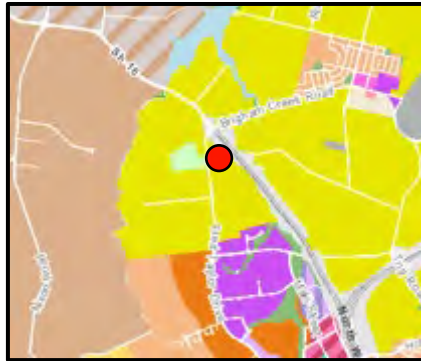


Figure 11 - Anticipated location for the RTN station (red circle) near Brigham Creek interchange. Refer Appendix 1 for zoning legend.

5.2.9 Potential direction of long-term growth beyond the Rural Urban Boundary

The long-term urban expansion beyond the current Rural Urban Boundary is not an issue that has been addressed in any depth by council at this stage. However, there are some factors that would lead to the most logical conclusion.

Firstly, the draft National Policy Statement on Highly Productive Land indicates that councils will have to provide much more robust protection of elite and prime land. The Mixed Rural zoned land between Kumeū-Huapai and Riverhead is an example of where elite and prime land will likely be a barrier to any future urbanisation of this area.

The northern edge of Kumeū-Huapai abuts steep bushed hills which are identified in the Unitary Plan as a Significant Ecology Area and an Outstanding Natural Landscape. These hills are a strong boundary to any further urban growth in this direction.

The land between Kumeū-Huapai and Redhills (i.e. Taupaki) has a significant floodplain through it which would make it difficult to urbanise.

The Countryside Living zone itself is also a form of a barrier to urbanisation. While not always the case, the Countryside Living is often heavily fragmented with high land costs and a high level of investment in dwellings and their surrounds. The Unitary Plan Independent Hearings Panel did state in their recommendation report³ that the Countryside Living zone is “strategically serving to buffer the edges of future urban expansion. Rezoning has not been recommended where the integrity of the Rural Urban

³ Independent Hearings Panel. *Report to Auckland Council - Changes to the Rural Urban Boundary, rezoning and precincts. Hearing topics 016, 017 Rural Urban Boundary, 080 Rezoning and precincts (General) and 081 Rezoning and precincts (Geographic areas).* July 2016.

Boundary would be undermined or the expansion of urban areas, including Future Urban zoned land, would be compromised.”

Based on the above there are not many practical options for urban expansion in the North West area beyond the current Rural Urban Boundary. The best remaining options are shown in Figure 12 below.

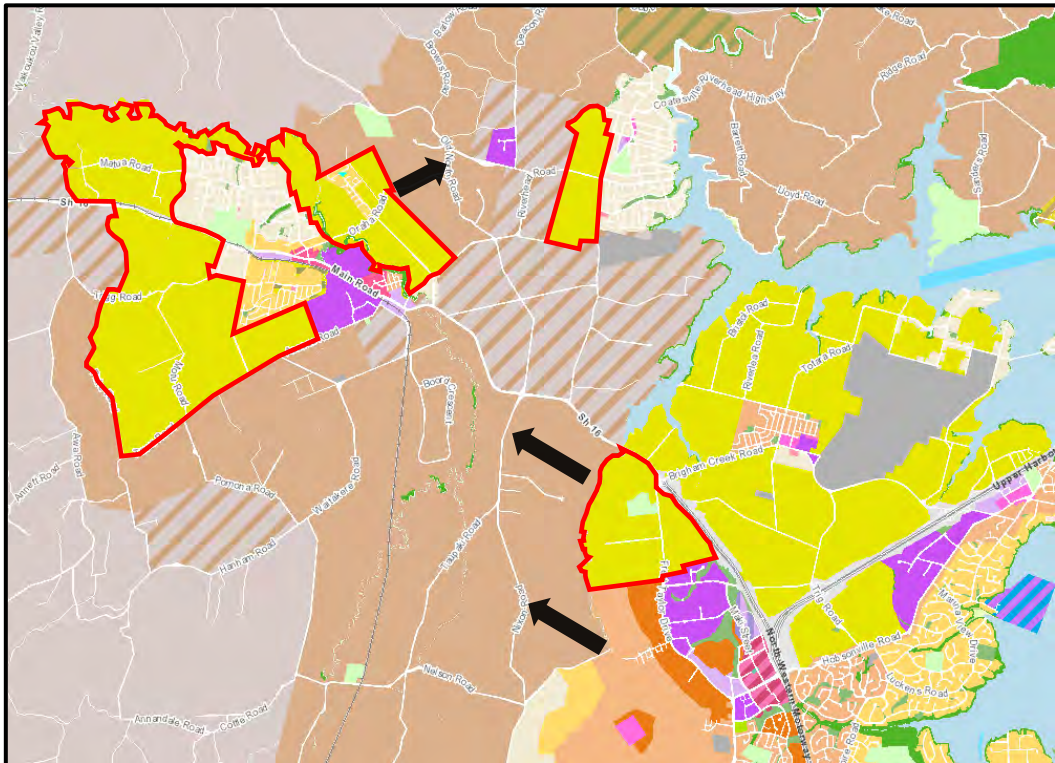


Figure 12 - Possible long-term urban expansion area beyond Rural Urban Boundary. Refer Appendix 1 for zoning legend.

5.3 High level options

In developing the Spatial Land Use Strategy for Kumeū-Huapai, Riverhead, and Redhills North various options have been assessed. These options relate to where the industrial business land and the centres might be located. This has been done to ensure the Strategy is robust and has considered alternatives.

5.3.1 Industrial business land options

5.3.1.1 Option 1

Option 1 is shown in Figure 13 below. This option is based on the Auckland Plan Development Strategy Future Urban growth areas in the North West (refer to Figure 9).

The land shown for industrial business land in Kumeū-Huapai is relatively flat and has good access to the existing state highway network. This will likely be enhanced by future access to the alternative state highway route to the south of this land. Some parts of the land also have documented contamination issues and the land is adjacent to the existing Light Industry land in Kumeū. The land would also be the location for existing industrial uses on SH16 in the centre of Kumeū-Huapai to relocate to in order to meet the intent of the Kumeū-Huapai Centre Plan (to shift industrial activities away from the existing SH16 over the longer term).

The land shown for industrial business land in Redhills North is relatively flat and is adjacent to industrial zoned land in Westgate and across the motorway in Whenuapai. It has access to the Brigham Creek motorway interchange.

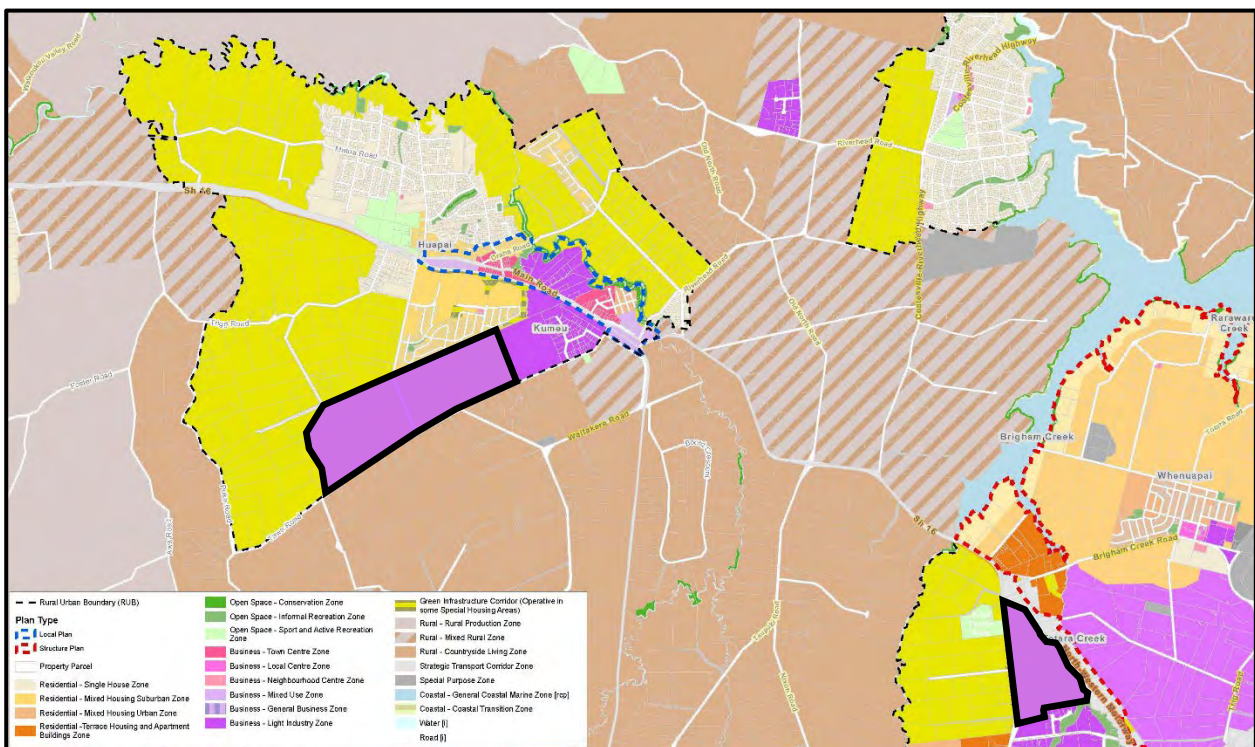


Figure 13 - Industrial business land Option 1

Option 1 is not favoured because the amount of industrial land (140ha) is likely to result in a large oversupply for the North West area (refer to section 5.2.4 of this report). It also

would preclude the ability to have a high-density residential node around a potential new RTN station at Brigham Creek.

5.3.1.2 Option 2

Option 2 is shown in Figure 14 below. It enables a slightly smaller amount of industrial land (120ha) than option 1 but locates it on other potentially suitable flat land nearby. The land shown for industrial business land in Kumeū-Huapai is flat and has access to the existing SH16. The land shown for industrial business land in Redhills North is flat and still has good access to the Brigham Creek interchange.

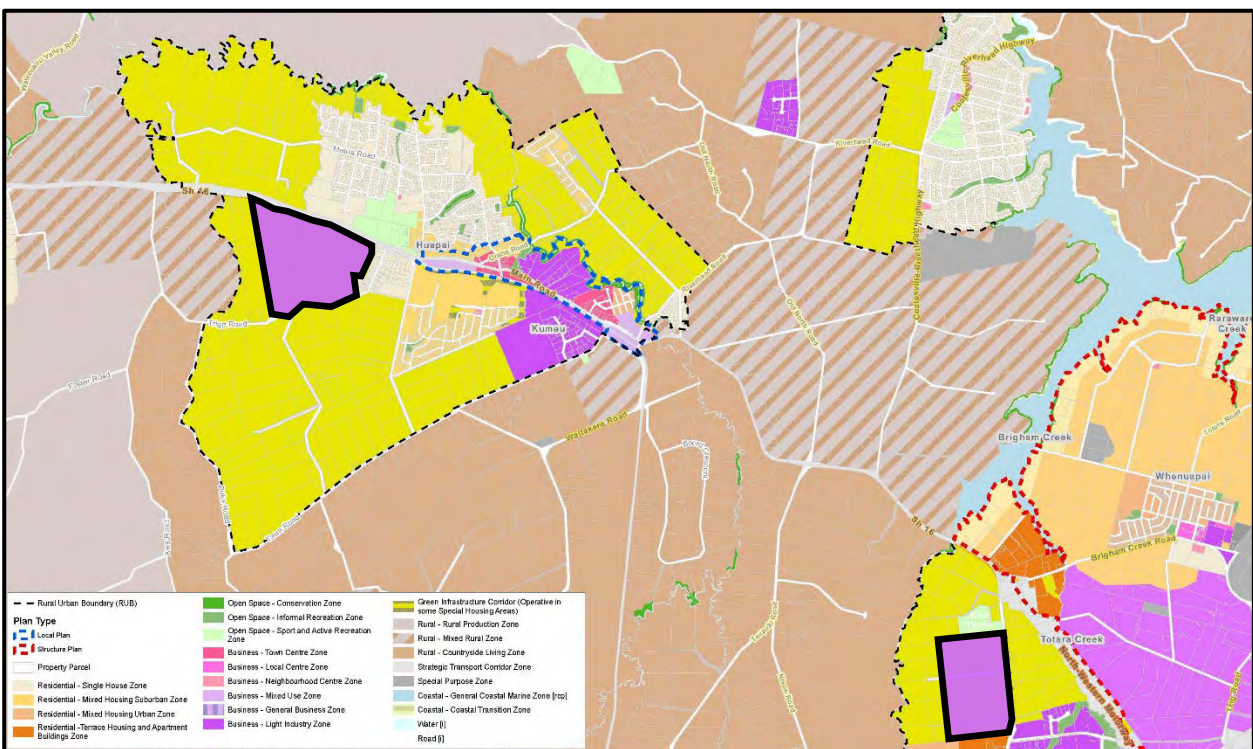


Figure 14 - Industrial business land Option 2

Option 2 is not favoured because again the amount of industrial land would likely result in an oversupply in the North West. In addition, the location of the land shown for industrial business uses in Kumeū-Huapai is not adjacent to any existing industrial land. It therefore creates a long new interface between industrial and residential land to be managed. Aside from SH16, there are very few significant natural or physical features (e.g. ridge, motorway) which could be used as a separator from adjacent sensitive uses. While the land is on SH16, it splits the industrial land across multiple locations in Kumeū-Huapai and would likely result in heavy vehicle traffic travelling through the town centre more often.

The land shown for industrial business uses in Redhills has the same issue as Kumeū-Huapai in terms of creating new edges of industrial land to be managed. It also precludes

the potential for high-density residential development around Fred Taylor Park and it reduces the area within the potential RTN station catchment that could be used for high density residential development.

5.3.1.3 Option 3

Option 3 (shown in Figure 15 below) is the preferred option for industrial business land as it reduces the amount of additional industrial land in the North West area to 80ha. The advantages of option 3 in relation to the Kumeū-Huapai industrial business land are:

- Flat land
- Adjacent to existing industrial land in Kumeū
- Access to SH16 to travel south (without traversing through the town centre)
- Close proximity to access the future alternative state highway route to the south
- Appropriate land use for some areas of known contamination (more preferable than residential)
- Ability to separate from adjacent land uses through the existing roading network (and possibly additional screening/planting). Any potential amenity effects on surrounding properties can be addressed during the later structure plan stage
- Provides a space for industrial activities in the town centre to relocate to (to meet the intent of the Kumeū-Huapai Centre Plan)

The advantages of option 3 in relation to the Redhills North land are:

- Flat land
- Adjacent to existing industrial land in Westgate
- Access to motorway network via Brigham Creek interchange or Westgate interchange
- Ability to separate from adjacent land using a stream and riparian area and possibly additional screening/planting (more robust than the current industrial zone edge that uses a cadastral boundary)
- Provides industrial land in an area likely to be more market attractive than Kumeū
- Has limited impact on the potential for a high-density residential development around the Brigham Creek RTN station.

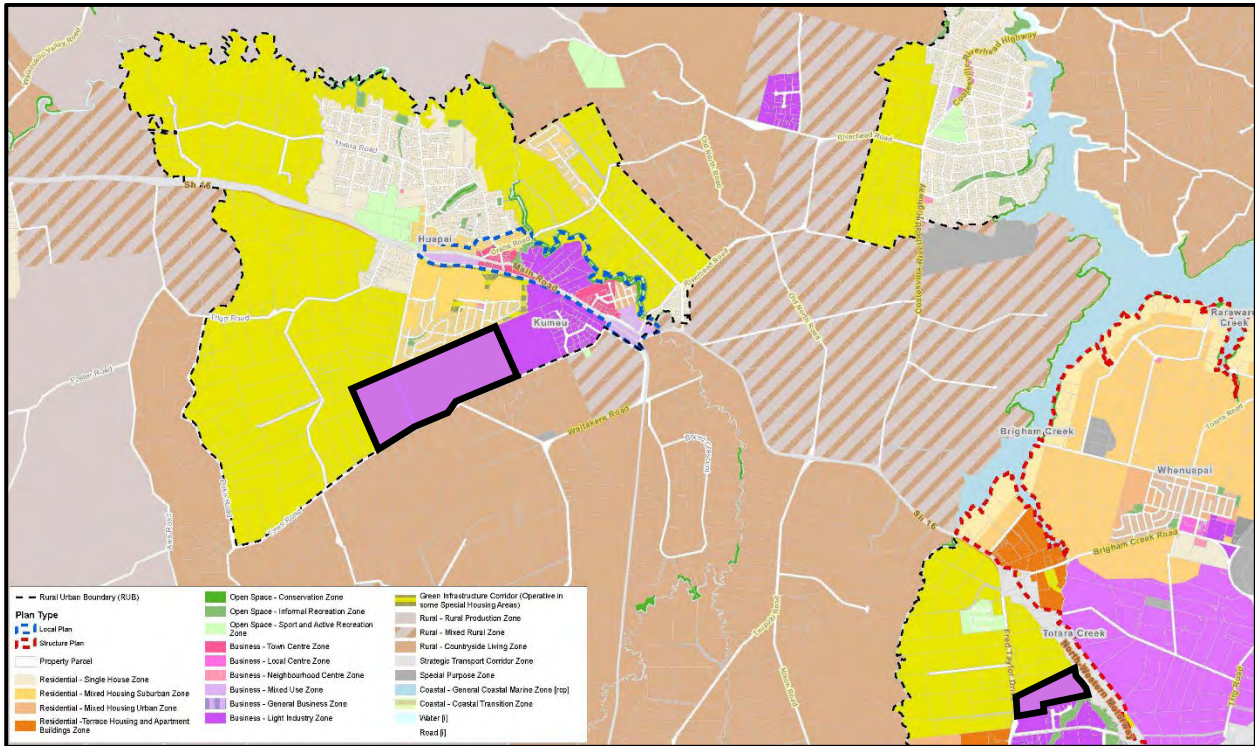


Figure 15 - Industrial business land Option 3

5.3.2 Centre location options

The centre location options only address Local Centres. There is only one Town Centre in Kumeū-Huapai and the council’s assessment of future demand states that this will not be enough demand to start a new Town Centre. Rather, there is only enough additional capacity to add to the existing centre in Kumeū-Huapai.

The Redhills Future Urban zoned area is only envisaged to require smaller Neighbourhood Centres so it is not covered in these options. The Whenuapai area also is not covered as the Whenuapai Structure Plan adequately covers this.

With regards to Neighbourhood Centres, once the preferred option is chosen, the network of Neighbourhood Centres will be appropriately located and spaced around the higher order centres.

5.3.2.1 Option 1

Option 1 is shown in Figure 16 below. This option is based on the Auckland Plan Development Strategy Future Urban growth areas in the North West (refer to Figure 9).

The land shown for a new Local Centre is in the south west of Kumeū-Huapai. It is flat and has reasonable access from the existing rural road network, and the likely future walking

and cycling network based on the streams. The centre is well spaced from the existing Town Centre in Kumeū-Huapai. Its location within the south west sits within the largest catchment of the Future Urban zone in Kumeū-Huapai that is not split by the existing SH16. The Local Centre shown in Riverhead is an expansion of the existing centre.

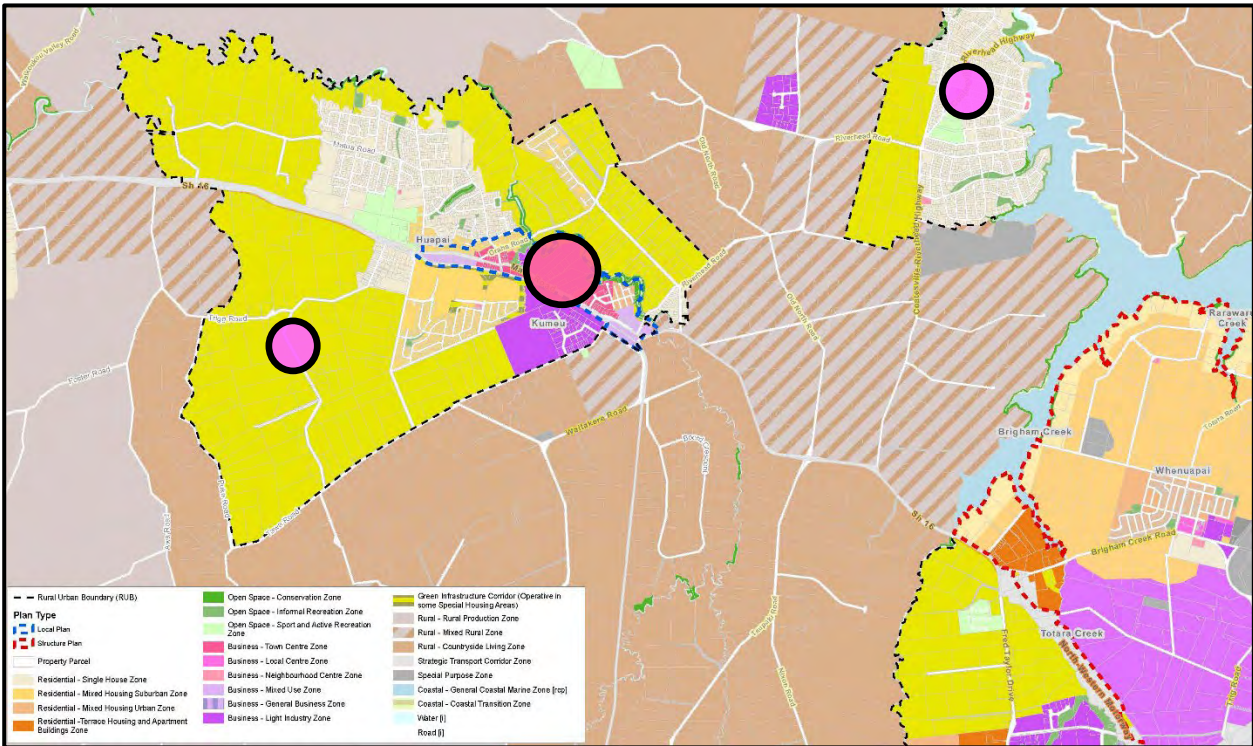


Figure 16 - Centres locations Option 1

Option 1 is not favoured as the new Local Centre in the south west of Kumeū-Huapai may struggle to be market attractive due to the lack of any direct access or frontage to a major road. The RTN network is also unlikely to deviate from its SH16 route to pick up this centre as it not a large enough centre. The catchment of the centre also includes some land to the west that has slope constraints making it unlikely that high density housing could be located all around this centre location.

5.3.2.2 Option 2

Option 2 is shown in Figure 17 below. The land shown for a new Local Centre is in the north west of Kumeū-Huapai. It is flat and has access and frontage to the existing SH16. The centre is well spaced from the existing Town Centre in Kumeū-Huapai. The Local Centre shown in Riverhead is a new centre in the south, opposite Hallertau Brewery.

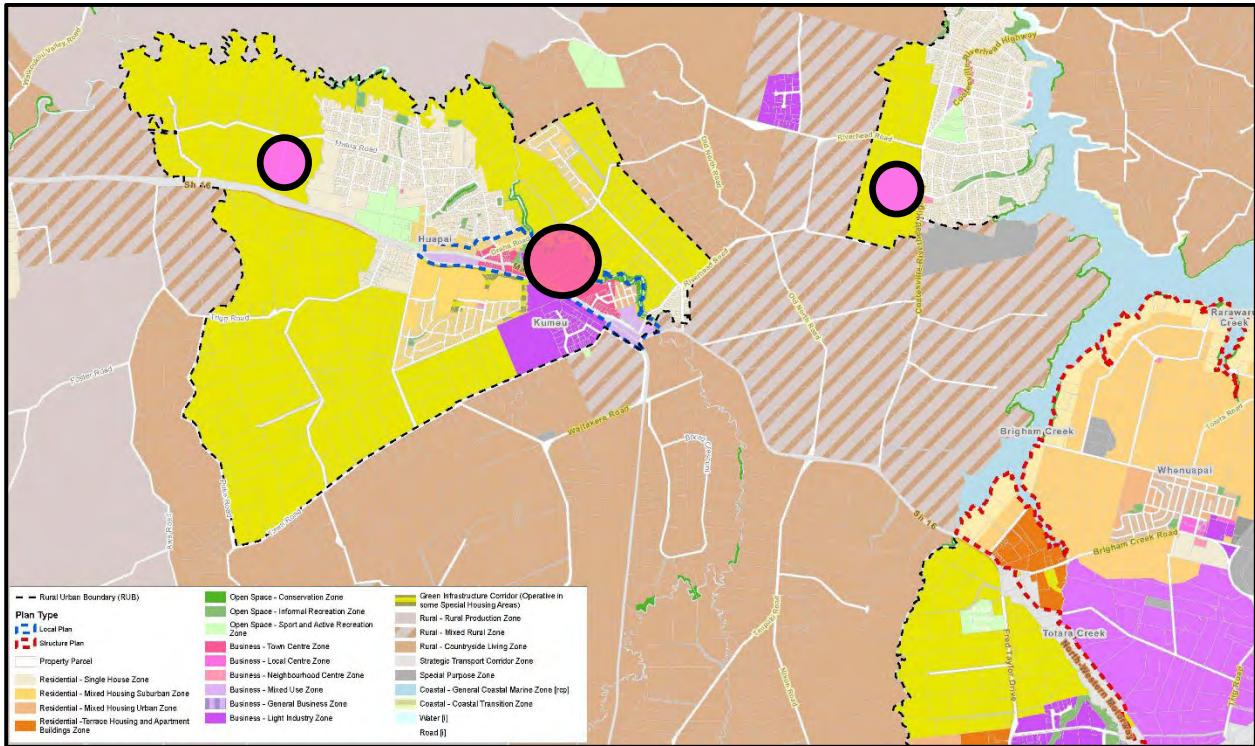


Figure 17 - Centres locations Option 2

Option 2 is not preferred as the new Kumeū-Huapai Local Centre location in the north west does not have a wide catchment (that isn't severed from the centre by the railway and SH16). The new Local Centre in Riverhead is not supported as it would spread out the commercial development in Riverhead, not allowing the existing centre to become more established. The location adjacent to Hallertau Brewery may be suitable for a Neighbourhood Centre.

5.3.2.3 Option 3

Option 3 (shown in Figure 18 below) is the preferred option for the new Local Centres as they integrate best with the likely RTN network.

The advantages of option 3 in relation to the new Kumeū-Huapai Local Centre are:

- Location adjacent to a potential RTN stop in Kumeū-Huapai
- Services a wide residential catchment
- On a major transport route (existing SH16)
- Flat, greenfield land that can accommodate high density residential development

The advantages of option 3 in relation to the existing Riverhead Local Centre are:

- Expansion of the existing centre will result in a concentration of commercial and civic activities to generate the sense of a real centre

- On a major transport route (Coatesville-Riverhead Highway) with public transport options
- Near to major open space area
- Services a wide catchment
- Land around the centre has potential for residential intensification/redevelopment

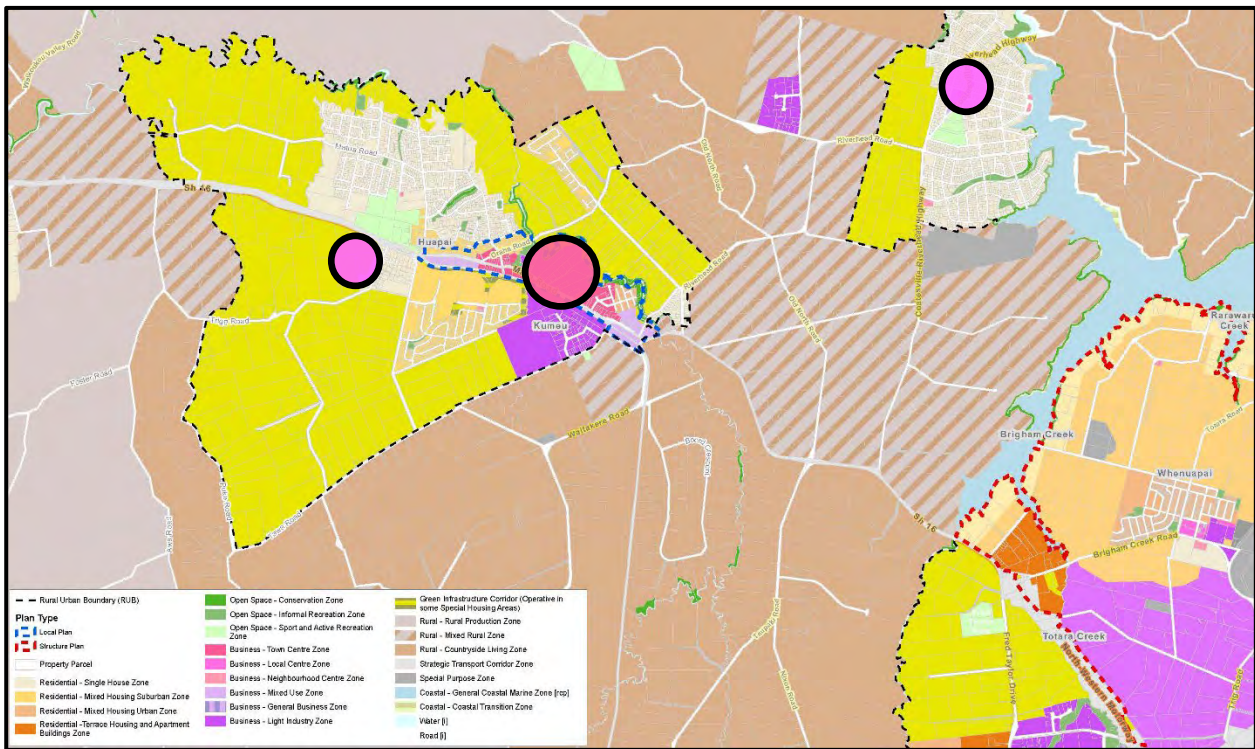


Figure 18 - Centres locations Option 3

5.4 Preferred option

The preferred option is Option 3 for both the industrial areas and centres. However, based on updated information from SGA on potential RTN stations in Kumeū-Huapai, the new Local Centre in Kumeū-Huapai in option 3 has been shifted slightly to the west to more closely align with a potential RTN station location.

The preferred option for the Spatial Land Use Strategy for the North West is shown on Figure 19 below.

Note that Neighbourhood Centres are also shown on this preferred option plan in a network that ensures coverage for all areas.

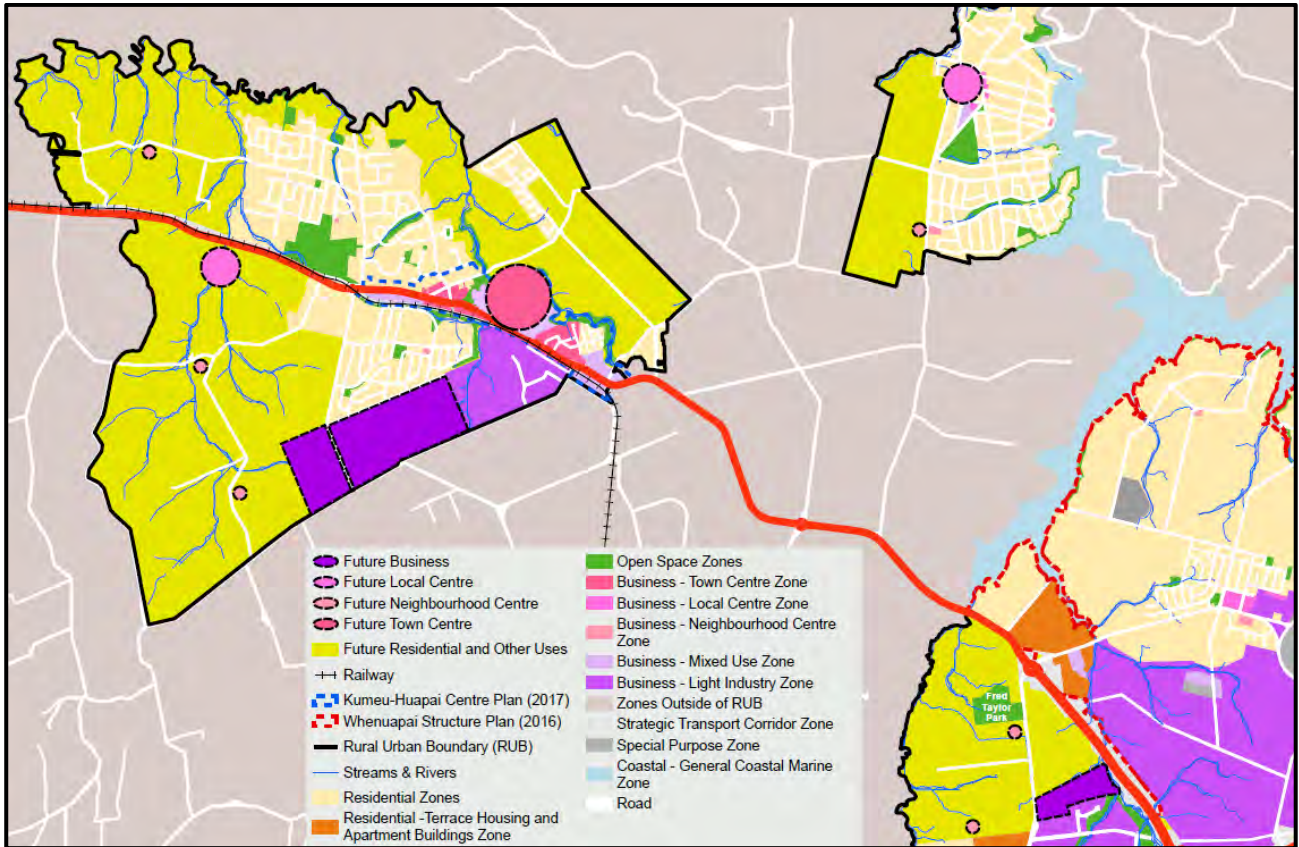


Figure 19 - Spatial Land Use Strategy for Kumeū-Huapai, Riverhead, and Redhills North

The rest of the Kumeū-Huapai, Riverhead, and Redhills North Future Urban zoned land (outside the centres and industrial business land) will primarily be developed as a residential area with a mix of housing densities. Residential density types such as Mixed House Suburban, Mixed House Urban and Large Lot will be identified at the structure plan stage. It is not necessary to identify these in this Spatial Land Use Strategy as they do not significantly impact in the location of the future transport network.

The estimated number of dwellings in the Kumeū-Huapai and Riverhead Future Urban zoned areas is 6,600. The estimated number of dwellings in the Redhills North Future Urban zoned area is approximately 1,400⁴.

⁴ Note that the anticipated dwelling figures are based on the Future Urban Land Supply Strategy (2017). This does not reflect the reduction of 60ha of industrial land in the area to be replaced by residential land. Therefore, the actual number of dwellings is likely to be higher.

6 Next steps

Following adoption of the final Spatial Land Use Strategy for the North West by the Auckland Council Planning Committee on 6 May 2021, the strategy will inform SGA's Detailed Business Cases for key transport infrastructure projects in the North West and their route protection (via designations). The strategy will also be a starting point that future structure plans may build on.

Appendix 1 – Unitary Plan legend

ZONING	
<p>Residential</p> <ul style="list-style-type: none">  Residential - Large Lot Zone  Residential - Rural and Coastal Settlement Zone  Residential - Single House Zone  Residential - Mixed Housing Suburban Zone  Residential - Mixed Housing Urban Zone  Residential - Terrace Housing and Apartment Buildings Zone <p>Business</p> <ul style="list-style-type: none">  Business - City Centre Zone  Business - Metropolitan Centre Zone  Business - Town Centre Zone  Business - Local Centre Zone  Business - Neighbourhood Centre Zone  Business - Mixed Use Zone  Business - General Business Zone  Business - Business Park Zone  Business - Heavy Industry Zone  Business - Light Industry Zone <p>Open space</p> <ul style="list-style-type: none">  Open Space - Conservation Zone  Open Space - Informal Recreation Zone  Open Space - Sport and Active Recreation Zone  Open Space - Civic Spaces Zone  Open Space - Community Zone  Water [i] 	<p>Rural</p> <ul style="list-style-type: none">  Rural - Rural Production Zone  Rural - Mixed Rural Zone  Rural - Rural Coastal Zone  Rural - Rural Conservation Zone  Rural - Countryside Living Zone  Rural - Waitakere Foothills Zone  Rural - Waitakere Ranges Zone <p>Future Urban</p> <ul style="list-style-type: none">  Future Urban Zone  Green Infrastructure Corridor (Operative in some Special Housing Areas) <p>Infrastructure</p> <ul style="list-style-type: none">  Special Purpose Zone - Airports & Airfields Cemetery Quarry Healthcare Facility & Hospital Tertiary Education Māori Purpose Major Recreation Facility School  Strategic Transport Corridor Zone <p>Coastal</p> <ul style="list-style-type: none">  Coastal - General Coastal Marine Zone [rcp]  Coastal - Marina Zone [rcp/dp]  Coastal - Mooring Zone [rcp]  Coastal - Minor Port Zone [rcp/dp]  Coastal - Ferry Terminal Zone [rcp/dp]  Coastal - Defence Zone [rcp]  Coastal - Coastal Transition Zone

Appendix 2 – Response to feedback report on the draft North West Spatial Land Use Strategy

Spatial Land Use Strategy – North West

Kumeū-Huapai, Riverhead, Redhills North

Response to feedback on draft plan

April 2021



Prepared by Ryan Bradley
Plans & Places Department

Table of Contents

Executive Summary	3
1 Introduction	6
2 Summary of consultation.....	6
3 Summary of feedback received	7
3.1 Overall, what do you think of the draft Spatial Land Use Strategy?	7
No expansion without infrastructure first / Need more infrastructure across the board	7
Oppose urban expansion on the edge of Auckland	7
The council is ‘all talk and no action’	8
Request Rural Urban Boundary extension to include specific land.....	8
A more detailed plan is required.....	8
Other.....	8
3.2 What feedback do you have on centres?	9
3.3 What feedback do you have on business land?	10
3.4 What feedback do you have on residential and other uses?	11
3.5 What feedback do you have on other land uses (rural, parks, etc)?	11
3.6 Do you have any other feedback on the draft strategy?	12
4 Response to feedback themes.....	12
4.1 Infrastructure required first.....	12
4.2 Oppose urban expansion on the edge of Auckland.....	12
4.3 The council is ‘all talk and no action’	14
4.4 Request Rural Urban Boundary extension to include specific land.....	14
4.5 A more detailed plan is required	14
4.6 Other general feedback	15
4.7 Opposition to the future expansion of the Kumeu-Huapai Town Centre	15
4.8 Opposition to the location of the future business (industrial) land in Kumeu-Huapai	17
4.9 Views on amount and density of residential land.....	20
4.10 Views on the amount and type of parks to meet future needs	20
5 Summary of changes to the strategy based on feedback.....	20
6 Next steps.....	20
Appendix A – Survey Response Report	22

Executive Summary

Context

The Spatial Land Use Strategy for the North West has been produced to inform the future transport network for the Kumeū-Huapai, Riverhead, and Redhills North Future Urban zoned areas. The Supporting Growth Programme is planning the transport investment in Auckland's Future Urban zoned areas over the next 10 to 30 years.

The strategy identifies locations for future centres and business land that the transport network will support and impact upon.

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

Consultation

The draft Spatial Land Use Strategy for the North West was open for consultation from November 2020 to February 2021, in conjunction with the Supporting Growth Programme for future transport plans for the North West of Auckland. 25 pieces of feedback were received that were specifically on the Spatial Land Use Strategy.

Around 70% of the respondents (17 of 25) did not support the draft strategy. Six respondents didn't know, and two respondents supported the draft strategy.

The main themes of feedback and how the plan responds to them are outlined below:

Infrastructure required first: A key theme of feedback was that much more infrastructure (roads, public transport, water, schools, etc) was required before the area could grow. It is important to note that planning ahead for growth and infrastructure is *exactly the purpose* of the North West Spatial Land Use Strategy. The context for preparing the strategy is to inform the future transport network planning for the North West. The Supporting Growth Alliance will be able to plan for an effective and efficient network based on the strategy's high-level outline of the future land uses in the Future Urban zone.

Oppose urban expansion on the edge of Auckland: Another theme from feedback on the draft strategy was the opposition to continued or further greenfield urban expansion of Auckland in the North West. The North West Spatial Land Use Strategy does *not* change the location of the Rural Urban Boundary nor identify any new land for greenfield urban expansion.

The council is 'all talk and no action': It is acknowledged that there is a long lead in time on the future transport projects shown in the joint consultation with the Supporting Growth Alliance. However, it must also be recognised that the cost of these transport projects runs into the billions of dollars, so it is important to plan properly for them.

Request Rural Urban Boundary extension to include specific land: There were some requests to shift the Rural Urban Boundary to include specific land around Foster Road and the large area between Redhills and Kumeu-Huapai. As outlined in section 4.2 of this report, the purpose of the North West Spatial Land Use Strategy is not to find more potential urban land and shift the Rural Urban Boundary, but rather to identify a high-level outline of future land uses for the Future Urban zone in the North West.

Other general feedback: The other feedback received on the draft Spatial Land Use Strategy for the North West was mostly well outside the scope of this project (e.g. design of buildings in Kumeu-Huapai, Helensville). Any specific comments relating to the transport network were passed on to the Supporting Growth Alliance for their analysis as part of the feedback they are reviewing on the future transport network.

Opposition to the future expansion of the Kumeu-Huapai Town Centre: There was only one response around centres in the draft strategy and it opposed the future expansion of the existing Kumeu-Huapai town centre area. This feedback essentially seeks to overturn the outcome of the 2017 Kumeu-Huapai Centre Plan process. That Centre Plan is an adopted plan and has its own review process. There are currently various agencies working to implement the actions from the plan. The implementation of the particular actions that have been opposed (around the future overhaul of the centre) are long-term actions and there will be further opportunities for feedback, including formal submissions into a legal Plan Change process.

Opposition to the location of the future business (industrial) land in Kumeu-Huapai: There were only a few responses around business land and they were opposed to the location of the future business (industrial) land in Kumeu-Huapai. The reasons for the opposition were that future industrial uses would be incompatible with the neighbouring residential and rural lifestyle land. However, an analysis of the reasons for opposition

Mixed views on residential land and densities: Some sought more higher density housing while others opposed any higher density housing. This matter is outside the scope of this strategy and further detailed work on the residential areas (in terms of densities etc) will occur at a later structure plan stage.

The amount and type of parks to meet future needs: A few responses commented on the amount and type of parks to meet future needs. This matter is outside the scope of this strategy and further detailed work on the residential areas (in terms of densities etc) will occur at a later structure plan stage.

Recommended changes to the draft strategy

Based on the feedback received, the recommended changes to the Spatial Land Use Strategy for the North West are:

- include wording in the final strategy that clearly states that the strategy will assist with forward planning and the provisions of infrastructure.
- include wording in the final strategy that clearly states that the strategy only deals with existing Future Urban zoned land and it does not attempt to identify any additional rural land for urbanisation.
- include wording in the final strategy that outlines how the potential for amenity effects on surrounding properties can be addressed during the later structure plan stage.

Next steps

The final Spatial Land Use Strategy for the North West will be updated in light of the feedback covered in this document and taken to the Planning Committee on 6 May 2021 for adoption.

Once adopted, the strategy will inform SGA's Detailed Business Cases for key transport infrastructure projects in the North West and their route protection (via designations) and be a starting point that future structure plans may build on.

1 Introduction

The Spatial Land Use Strategy for the North West has been produced to inform the future transport network for the Kumeū-Huapai, Riverhead, and Redhills North Future Urban zoned areas. The Supporting Growth Programme is planning the transport investment in Auckland's Future Urban zoned areas over the next 10 to 30 years.

The strategy identifies locations for future centres and business land that the transport network will support and impact upon. The strategy is not a detailed structure plan and is only intended to be a high-level outline of the future land uses in the Future Urban zone.

A number of land use options were reviewed before determining the preferred Spatial Land Use Strategy for consultation.

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

2 Summary of consultation

The draft Spatial Land Use Strategy for the North West was open for consultation from 30 November 2020 to 1 February 2021. The consultation was publicised in conjunction with the Supporting Growth Programme for future transport plans for the North West of Auckland. Two open days were held in Kumeu and Westgate during December 2020 where both the future transport plans and the Spatial Land Use Strategy were presented.

There were 25 pieces of feedback received that were specifically on the Spatial Land Use Strategy. The majority of the responses used the council's feedback form (23 of 25) and there were two non-feedback form responses. It is noted that there were around 650 pieces of feedback on the related transport network consultation being run by the Supporting Growth Alliance ('SGA').

A collated version of the feedback is included in Appendix A – *Survey Response Report* of this report.

3 Summary of feedback received

3.1 Overall, what do you think of the draft Spatial Land Use Strategy?

Around 70% of the respondents (17 of 25) did not support the draft strategy. Six respondents didn't know, and two respondents supported the draft strategy.

The comments related to this overall question have been grouped together with the responses to the final question (which asked whether people had 'any other' feedback on the strategy). There were a range of responses and these have been distilled into the themes below. Underneath each theme heading are some relevant quotes from the feedback. The below themes are ordered with those most commonly mentioned appearing first.

No expansion without infrastructure first / Need more infrastructure across the board

- *"...I don't understand why these areas are allowed to expand without roading infrastructure being installed BEFORE these developments are allowed to commence..."*
- *"...All development needs to stop until a cohesive plan for infrastructure is adequate..."*
- *"...Massive enhancements to roads and infrastructure required before any further development..."*
- *"...Not enough infrastructure planning. No High schools, no new primary's. No improvements to parks in area..."*
- *"...The North West needs a high school NOW..."*
- *"...Stop further housing developments in the greater Kumeu area until you have improved and completed roading projects and schooling..."*
- *"...The northwest is a location reserved for water storage - Auckland's capacity has not been enlarged since 1977 while the population has doubled. There is no indication of how water storage is to be accommodated as part of a spatial use plan..."*
- *"...We need more infrastructure to support the houses..."*
- *"...Infrastructure is the key and presently a bane in everyone's -backside..."*

Oppose urban expansion on the edge of Auckland

- *"...There is high quality farm/horticulture land that should not be lost to housing..."*
- *"...Urbanising a country area with no public transport and one main road in and out seems very short sighted. Building in areas that are close to rail and public transport that has existing infrastructure seems to make more sense..."*

- *“...The draft proposes FAR too much sprawl - Kumeu/Huapai tripling in geographical size is an absurd proposal which will simply lock in car dependence and any shot that these areas will be vibrant and walkable...”*
- *“...Much of what makes these towns/areas unique is their proximity to rural life (i.e the vineyards, lifestyle blocks, open land, etc) - by allowing them to be enveloped in what will become endless suburbia this character will be lost...”*
- *“...Too much outside the RUB...”*
- *“...Please stop putting arable land that should be feeding local populations under roads and buildings. You are killing Auckland...”*

The council is ‘all talk and no action’

- *“...We have heard so many times and nothing ever happens...”*
- *“...Council and all of its other entities are out of touch with this city. I will never believe that this plan will be put into action until you start doing it....”*
- *“...you are only now starting on planning and survey work, another 2 years or longer, when will construction actually start and finish??? No more excuses - When???? Need facts NOT dreams and be accountable for your presentations!!!! As this is clear, as ratepayers, we have all wasted our good time and effort to be yet again IGORNED!!!!...”*
- *“...Government/council/roading all need to get their act together and work in unison, much is said about coordinated approach, but it is a joke...”*

Request Rural Urban Boundary extension to include specific land

- *“...It seems ridiculous to leave a small triangle of land with significant boundaries on all sides in its current zoning with such demand for housing required...”*
- *“...The Section along Foster road to Trigg road is an anomaly and should never have been left outside of future urban...”*
- *“...The focus area of the plan is too narrow and fails to address how future land use between Redhills and Huapai-Kumeu will be managed to accommodate future growth...”*

A more detailed plan is required

- *“...Would like to see a more detail plan for residential use...”*
- *“...A significant area of land is identified as ‘Future Residential and Other Uses’. Further information is needed to confirm what other uses might be envisaged – i.e what additional open space is being proposed to support future neighbourhood centres...”*
- *“...More information is needed before anyone can really give a decision or comment...”*

Other

There were a range of other topics raised in feedback including:

- Lack of character and design in the Kumeu-Huapai commercial area

- The role of Helensville in future growth in the North West
- Issues with consultation (further consultation needed)
- Specific transport network related comments (this feedback was passed on to SGA for their analysis as part of the feedback they are reviewing on the future transport network)

Feedback in the first and last (general) questions that related to a specific land use (e.g. centres, business) has been captured under the separate land use questions below.

3.2 What feedback do you have on centres?

The only specific response relating to the location or size of the centres in the draft strategy was from Atlas Concrete (**'Atlas'**). Their feedback opposed the future expansion of the existing Kumeu-Huapai town centre area.

Atlas owns a property at 282 and 292 Main Road, Huapai on which it operates concrete batching and concrete recycling facilities along with a trade sales depot and a workshop. Atlas states that they have invested heavily in their Kumeu site in recent years and they have no intention of shifting from this long-established and well-located facility.

Atlas considers that a Town Centre or Mixed Use zoning is totally inappropriate for their industrial site or for land adjacent to their industrial site, particularly as they have no plans to relocate. They cite issues around reverse sensitivity and amenity effects between any new residential uses and the facility.

The feedback also refers to a previous submission by Atlas on the *Kumeu-Huapai Centre Plan* (2017) that stated that there had been a lack of consultation with landowners and a lack of consideration of the wider strategic transport issues during that Centre Plan process.

Some of the relevant quotes from the Atlas feedback on the future Kumeu Centre area are below:

- *"...Mixed Use zone is totally inappropriate for an existing industrial site that has no plans to relocate, nor is it appropriate to propose an incongruous Town Centre zone immediately adjacent..."*
- *"...Atlas has invested heavily in the Kumeu site in recent years with a new office and trade shop, concreted yard surfaces, existing and proposed environmental controls, and recent consents. There is significant investment in stormwater tanks to capture the water falling on the Site to reuse back in concrete production and ancillary purposes. The building and establishment of a new concrete plant is a multi-million dollar proposition, and Atlas has no intention of moving from this long established and well-located concrete manufacturing facility..."*

- *“...The intended Mixed Use zone for the Atlas site and Town Centre zone immediately adjacent are totally inappropriate for the following reasons:

 - They offend the Regional Policy Statement in relation to supporting existing industrial uses;
 - They will create reverse sensitivity issues for long-established industrial uses;
 - They do not provide for industrial uses which do not propose to relocate;
 - Urban intensification needs to be avoided until any floodway project has been built and increased flooding effects on the Atlas Kumeu site have been assessed to be negligible...”*

3.3 What feedback do you have on business land?

There were only a few responses to this question, and they were opposed to the location of the future business (industrial) land for Kumeu-Huapai shown in the Spatial Land Use Strategy.

The reasons for the opposition were that future industrial uses would be incompatible with the neighbouring residential and rural lifestyle land due to the risks of reverse sensitivity and reduced amenity for residents. It was suggested that where the Taupaki Stream crosses Access Road and the proposed industrial land is where the industrial land should stop; with the watercourse being an environmental barrier to any extension of the Light Industrial zoning. There was also feedback around property owners being stripped of their rights.

Some of the relevant quotes from respondents on the future business / industrial land in Kumeu are below:

- *“...this is going to have a major impact on the value of our property and potentially the reduction of its size. It will also severely impact on our enjoyment of our amenity values under our Countryside Living zoning...”*
- *“...The Draft Spatial Plan identifies light industrial land adjacent to established residential zones (specifically Huapai Triangle), as well as future residential zones. These land uses are incompatible, which poses the risk of reverse sensitivity and reduced amenity value for residents...”*
- *“...Being zoned countryside living, the installation of a feeder to and from the proposed State Highway Corridor [connecting the proposed new business land] has a major impact on the enjoyment of our property...”*
- *“...the Council are incorrectly trying to zone land on Access road for industrial or commercial use. This is a piecemeal approach to the problem of the District. The growth of Industrial land should be seen in the context of the whole community. This site has topography and transport issues. The area if zoned has reverse sensitivity issues with the high density housing to be the north & countryside living to the south...”*

- *“...The planners...have shifted the Maddren industrial zone to this site [Access Road]. There is no case for this and with the...[SHA’s] and Fletcher’s proposed Taupaki development the ordinary property owner has as much rights as a peasant in China. We do not live in a democracy...”*

3.4 What feedback do you have on residential and other uses?

There were mixed responses in relation to residential and other uses. Some respondents requested more residential land be found. Others sought more higher density housing while others opposed any higher density housing.

Some of the relevant quotes from respondents on the land for future residential (and other uses) in the strategy are below:

- *“...The amount of “terrace housing and apartment building” zoning proposed is weak, we should be allowing for higher densities around all the proposed and existing town/neighbourhood/local centres....”*
- *“...An increased area devoted for residential use...”*
- *“...Kumeu used to be a nice place to live and now it is a horrible mess. Hopefully careful planning and stopping anymore high density housing...”*
- *“...There is a huge unmet demand for housing and the draft plan does not allocate enough land close to Westgate that could be utilized for residential development to that purpose...”*
- *“...The existing urban area of Auckland is working hard to undo the problems created by the suburban style of growth that we chose in the 20th century. Let’s not continue these mistakes in new growth areas...”*
- *“...Would like to see a more detailed plan for residential use...”*

3.5 What feedback do you have on other land uses (rural, parks, etc)?

There was minimal feedback on this question with the responses being focussed on the amount and type of parks to meet future needs.

Some of the relevant quotes from respondents on other land uses (rural, parks, etc) in the strategy are below:

- “...Further information is needed to confirm what other uses might be envisioned – i.e. what additional open space is being proposed to support future neighbourhood centres?...”
- “...Parks must be of sufficient size to “feel like a nature reserve /real park”. Pocket parks might be fine for a kids play area but for mature users the park needs to sufficiently big that you feel you are surrounded by nature and green...”

3.6 Do you have any other feedback on the draft strategy?

The answers to this question have been grouped together with the first question in section 3.1 of this report.

4 Response to feedback themes

4.1 Infrastructure required first

A key theme of feedback was that much more infrastructure (roads, public transport, water, schools, etc) was required before the area could grow. There was a real desire that the infrastructure should come *before* the growth.

It is important to note that planning ahead for growth and infrastructure is *exactly the purpose* of the North West Spatial Land Use Strategy. The context for preparing the strategy is to inform the future transport network planning for the North West. The Supporting Growth Alliance will be able to plan for an effective and efficient network based on the strategy’s high-level outline of the future land uses in the Future Urban zone.

The North West Spatial Land Use Strategy does not alter any development timeframes for the Future Urban zone. The strategy does not state or imply that the area will be developing any earlier (or later) than the sequencing already set by the council. The ‘development ready’ timeframe in the Future Urban Land Supply Strategy (2017) for the Kumeu-Huapai, Riverhead, and Redhills North Future Urban zone areas is still between 2028 and 2032.

Based on this feedback, it is recommended that the final strategy includes wording that clearly states that the strategy will assist with forward planning and the provisions of infrastructure.

4.2 Oppose urban expansion on the edge of Auckland

Another theme from feedback on the draft strategy was the opposition to continued or further greenfield urban expansion of Auckland in the North West. The loss of good horticultural land was mentioned a number of times.

It is important to note that the North West Spatial Land Use Strategy does *not* identify any new land for greenfield urban expansion. During the Unitary Plan process (2013-2016) a Rural Urban Boundary was set for North West Auckland including Kumeu-Huapai and Riverhead. This boundary was to accommodate around 30 years of greenfield growth of the city. All the rural zoned land within the Rural Urban Boundary was given a Future Urban zoning (to protect it for later urbanisation). A map of the Rural Urban Boundary and Future Urban zone in the North West is shown on Figure 1 below.

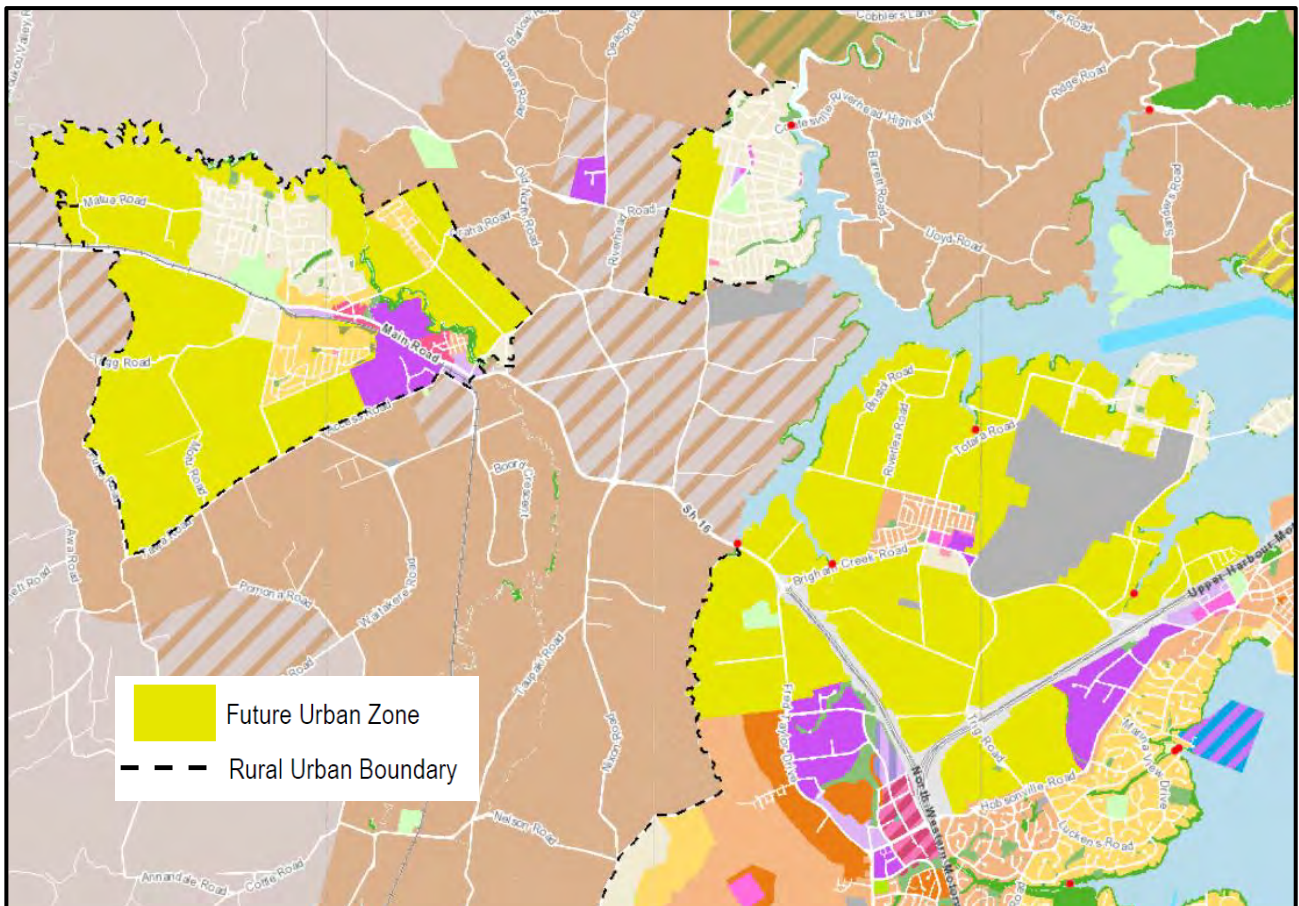


Figure 1 – Location of the Rural Urban Boundary and Future Urban zone in the North West

The Rural Urban Boundary in the North West has not changed since 2016. The North West Spatial Land Use Strategy does *not* change the location of the Rural Urban Boundary, nor identify any new Future Urban land. The strategy simply identifies a high-level outline of future land uses for the greenfield areas of expansion in the North West. The strategy adds some detail to the future land uses in the Future Urban zone but does not itself identify or plan for any additional urban expansion. The planned urban expansion in the North West (in the Future Urban zone within the Rural Urban Boundary) was made operative by council almost five years ago. This decision is not under review as part of the North West Spatial Land Use Strategy.

Based on this feedback, it is recommended that the final strategy includes wording that clearly states that the strategy only deals with existing Future Urban zoned land and it does not attempt to identify any additional rural land for urbanisation.

4.3 The council is ‘all talk and no action’

Some of the feedback was critical of the council (and its partners the New Zealand Transport Agency (‘NZTA’), Auckland Transport (‘AT’), and the Supporting Growth Alliance) in terms of undertaking too much consultation and planning on future transport projects (not just getting on with building them).

In terms of the North West Spatial Land Use Strategy, it was always intended to be a long-term strategy for the future land uses in the area. The strategy does not cover any related infrastructure projects. These are covered by various infrastructure agencies including NZTA, AT, Watercare, etc.

It is acknowledged that there is a long lead in time on the future transport projects shown in the joint consultation with the Supporting Growth Alliance. However, it must also be acknowledged that the cost of these transport projects runs into the billions of dollars, so it is important to plan properly for them.

Based on this feedback, there are no recommended changes to the strategy.

4.4 Request Rural Urban Boundary extension to include specific land

There were some requests to shift the Rural Urban Boundary to include specific land around Foster Road and the large area between Redhills and Kumeu-Huapai. As outlined in section 4.2 of this report, the purpose of the North West Spatial Land Use Strategy is not to find more potential urban land and shift the Rural Urban Boundary, but rather to identify a high-level outline of future land uses for the greenfield areas of expansion in the North West.

Based on this feedback, there are no recommended changes to the strategy.

4.5 A more detailed plan is required

There was some feedback that the plan did not have the detail people were wanting, particularly around what might occur in the future residential areas. The Spatial Land Use Strategy is intentionally high-level and does not get into detail as its purpose is to inform SGA as they prepare the Detailed Business Cases for key transport infrastructure projects in the North West.

The Spatial Land Use Strategy sits between the high-level Auckland Plan Development Strategy and the more detailed structure plans that will be prepared prior to land being rezoned for development in the future. The Spatial Land Use Strategy is not as detailed as structure plans. However, the identification of the key land uses must be robust enough, and of sufficient detail, to enable the various transport network options to be assessed and preferred options arrived at. These projects will then go forward to the route protection stage.

Based on this feedback, there are no recommended changes to the strategy.

4.6 Other general feedback

The other feedback received on the draft Spatial Land Use Strategy for the North West was mostly well outside the scope of this project (e.g. design of buildings in Kumeu-Huapai, Helensville).

Based on this feedback, there are no recommended changes to the strategy.

The specific comments relating to the transport network were passed on to the Supporting Growth Alliance for their analysis as part of the feedback they are reviewing on the future transport network.

4.7 Opposition to the future expansion of the Kumeu-Huapai Town Centre

The feedback from Atlas Concrete was opposed the future expansion of the existing Kumeu-Huapai town centre area based on potential impacts on their operations in Kumeu-Huapai (282 and 292 Main Road).

The North West Spatial Land Use Strategy identifies an expansion of the Kumeu Town Centre based on the business land demand report¹ and the previously adopted *Kumeu-Huapai Centre Plan* (2017) ('**the Centre Plan**').

The business demand report outlines that based on a full build out of the Future Urban zone in Kumeu-Huapai over the next 30 years, the demand for Town Centre will roughly double. Allocating this space to the existing Kumeu-Huapai Centre for future expansion aligns with the Centre Plan.

The Centre Plan provides a planning framework to guide how the town centre area grows and develops in the short term and over the next 30 years. The vision of the plan is that 'Kumeū-Huapai is an attractive town centre that focuses on the river, has improved connections, and celebrates its heritage and rural hinterland'.

The Centre Plan has four key ideas that respond to the challenges and opportunities facing the Kumeū-Huapai town centre. Each key idea is supported by implementable actions.

1. We want our town centre to look better.
2. We want to get around the centre more easily.
3. Let's improve the river and our natural environment.
4. The town centre is about the people.

The Centre Plan envisions the town centre area being redeveloped over the long term to become a larger and less industrial centre, less reliant on the current SH16 to navigate, and focussed on and

¹ Market Economics, *North-West Auckland Spatial Land Use Strategy Economic Assessment*. (March 2021)

facing the Kumeu River (turning the centre around). Below is a sample of some of the actions from the Centre Plan that seek to implement this.

Redevelopment of industrial area

Encourage the long-term relocation of industrial activities away from the centre into nearby industrial zoned areas through incentives (e.g. zoning) to get a mix of more dwellings and businesses in the central area. Existing use rights still apply for the industrial activities and any rezoning in the future urban zone is to be timed for when new land for industrial activities in the vicinity is identified (through a structure plan timed in accordance with the Future Urban Land Supply Strategy).

Interface and connections between town and river

Work with landowners and developers on ways to make the Kumeū River more accessible (potentially including an esplanade road), improving movement connections from nearby town centre, residential, and employment areas to the Kumeū River.

Potential northern link road (landowner built)

Investigate mechanisms to facilitate private landowners to create a new northern link road through the central area, as their land is redeveloped.

Kumeū River floodway

Investigate Kumeū River floodway project (stage 2). The floodway project involves earthworks to increase the flood water capacity by the river and build up the level of the land to be developed (to be outside the floodplain).

Atlas provided feedback opposing the Centre Plan in August 2017².

The feedback of Atlas on the North West Spatial Land Use Strategy essentially seeks to overturn the outcome of the 2017 Kumeu-Huapai Centre Plan process. The Centre Plan is an adopted plan and has its own review process. There are currently various agencies working to implement the actions from the plan. The implementation of the particular actions that Atlas is opposed to (around the future overhaul of the centre) are long-term actions and there will be further opportunities for feedback, including formal submissions into a legal Plan Change process.

Based on this feedback, there are no recommended changes to the strategy.

² Atlas have queried in their feedback to the North West Spatial Land Use Strategy whether their feedback was taken into account during the previous Centre Plan project. Atlas wrote to the council on 29 August 2017 outlining their concerns with the Centre Plan. The council wrote back to Atlas on 7 September 2017 stating that *“We have taken this letter as being feedback on the draft plan and it will be considered with all the other feedback received on the draft plan.”* A short summary of Atlas’s concerns was included in the Engagement Summary Report on the Kumeu-Huapai Centre Plan project.

4.8 Opposition to the location of the future business (industrial) land in Kumeu-Huapai

A few respondents opposed the location of the future business land in Kumeu-Huapai, along Access Road. The objections raised to this location are listed below along with a response to each.

Incompatible with the neighbouring residential and rural lifestyle land due to the risks of reverse sensitivity and reduced amenity for residents

Industrial areas can create amenity issues for adjacent residential areas. However, the proposed area of industrial land in Kumeu is not directly adjacent to any residential (or Countryside Living) zoned land. There are either existing or likely future roads that will separate the industrial activities from the more sensitive land uses. Further detailed design to analyse the buffers between the land uses (including the potential for planted areas to screen/buffer the industrial uses) can occur at the structure plan stage.

Reduction in values of nearby properties

It is not clear that a future industrial area in Kumeu will result in reduced land values of surrounding properties. The level of impact on land values will relate to how the land uses are designed in more detail through the structure planning stage.

Reduction in the size of properties

It is not clear what this feedback refers to.

A new feeder road to and from the alternative Stage Highway corridor will impact on the amenity of nearby properties

The possible impact of a major arterial road on the adjacent rural (Countryside Living zoned) properties is a detailed matter that will need to be considered in the design of the corridor in the future. There may be design techniques that could minimise this potential effect. This feedback has been passed onto SGA for their analysis.

Industrial land should be planned across the region rather than in a piecemeal approach

New greenfield areas for industrial land are in fact comprehensively planned across the region. The Auckland Plan Development Strategy maps show all the identified greenfield expansion areas across Auckland (shown via the Future Urban zones) and it identifies 'Future Business Areas within the Future Urban Areas'. For example, the map below shows the future business areas in the North and West of Auckland. The Northwest Spatial Land Use Strategy builds on this high-level work from the Auckland Plan Development Strategy.

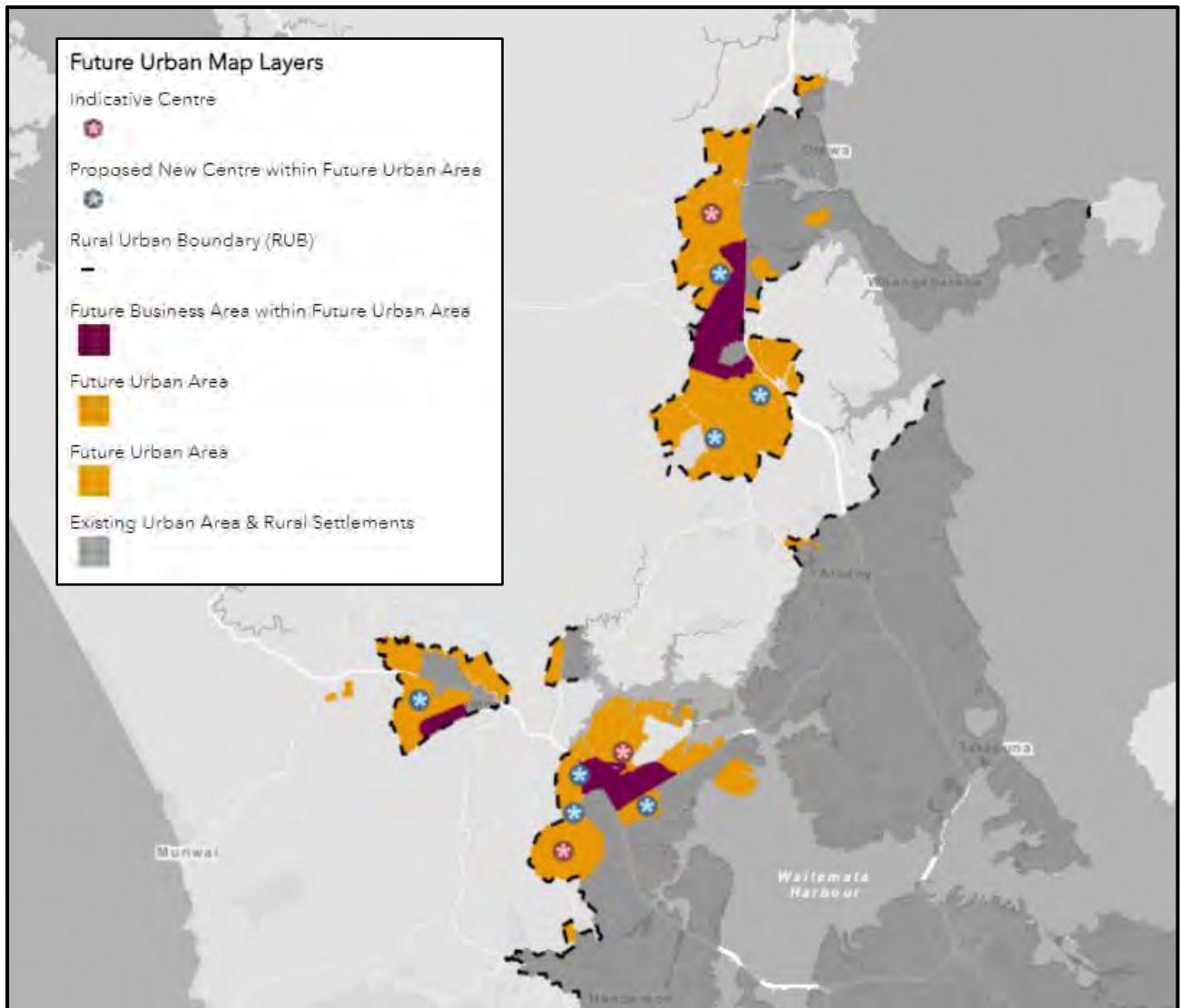


Figure 2 – Auckland Plan Development Strategy: Future Urban (North and West)

The industrial areas in Kumeu shown in the Spatial Land Use Strategy are not ad-hoc or piecemeal areas, but rather part of a co-ordinated plan for the provision of new business land across Auckland over the next 30 years. The Auckland Plan Development Strategy states that:

“Approximately 1,400 hectares of business land is needed in greenfield areas. The Development Strategy identifies indicative locations for the provision of business land and centres.

The exact location and quantity required will be confirmed through structure planning and serviced in line with the sequence of the Future Urban Land Supply Strategy.

Structure planning for these areas will ensure that a range of business uses are provided for and that land extensive business activities, such as manufacturing, storage and construction, are accommodated where appropriate.”

The land has topography issues

The topography of the general area of land in Kumeu identified for future industrial uses is predominately flat. This is illustrated through the topography and contour map in Figure 3 below. It is not clear what topography issues this feedback is referring to (i.e., what topography issues would make the land unsuitable for future industrial development?).

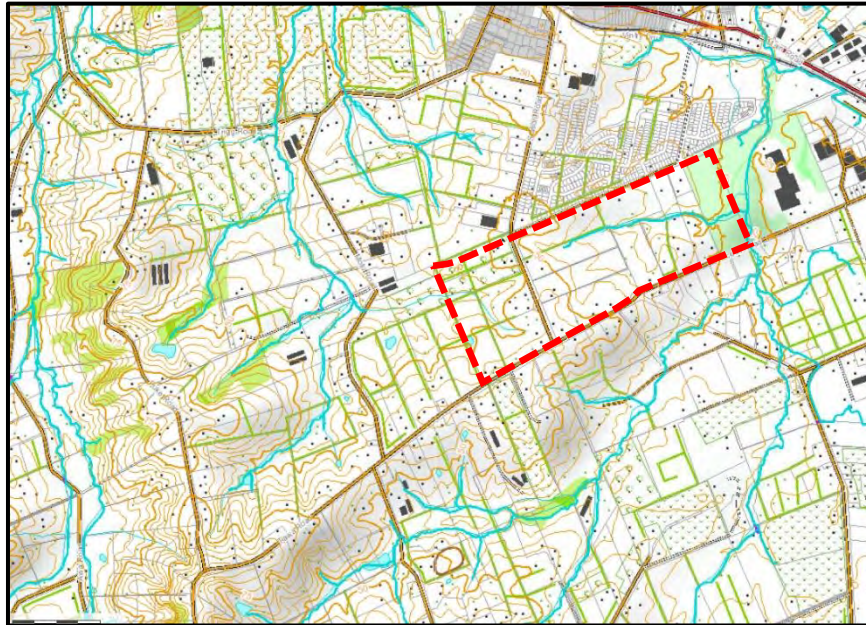


Figure 3 – Contour map of Kumeu-Huapai area (general area of future industrial land shown outlined dashed in red)

This land has transport issues

It is acknowledged that there are existing transport issues in Kumeu-Huapai. However, in the future when the Future Urban zone is ready to develop, it is anticipated that the transport infrastructure will be ready. The very point of SGA is to determine the transport network required in the future and route protect each of them. It is anticipated that the future sequencing of new industrial land will be accompanied by various key transport projects.

The Taupaki Stream should be an environmental barrier to any extension of the Light Industrial zoning

While the Taupaki Stream could be a boundary between two different zonings, such a boundary would preclude adding new industrial land onto the existing industrial land on Access Road. There seems to be no particular reason that this stream *must* form a zone boundary.

Property owners are being stripped of their rights

The draft strategy is not a statutory document and the strategy does impact on property rights.

Based on this feedback, it is recommended that the final strategy includes wording that outlines how the potential for amenity effects on surrounding properties can be addressed during the later structure plan stage.

4.9 Views on amount and density of residential land

Some respondents requested more residential land be found. Others sought more higher density housing while others opposed any higher density housing. As noted elsewhere in this document, further detailed work on the residential areas in terms of densities etc will occur at a later structure plan stage.

Based on this feedback, there are no recommended changes to the strategy.

4.10 Views on the amount and type of parks to meet future needs

There was minimal feedback on this question with the responses being focussed on the amount and type of parks to meet future needs. As noted elsewhere in this document, further detailed work on open space provision will occur at a later structure plan stage.

Based on this feedback, there are no recommended changes to the strategy.

5 Summary of changes to the strategy based on feedback

There are few changes recommended to the strategy based on the feedback received. The changes proposed are:

- include wording in the final strategy that clearly states that the strategy will assist with forward planning and the provisions of infrastructure.
- include wording in the final strategy that clearly states that the strategy only deals with existing Future Urban zoned land and it does not attempt to identify any additional rural land for urbanisation.
- include wording in the final strategy that outlines how the potential for amenity effects on surrounding properties can be addressed during the later structure plan stage.

6 Next steps

The final Spatial Land Use Strategy for the North West will be updated in light of the feedback covered in this document. The views of the Rodney Local Board will be sought before the final strategy is taken to the Planning Committee on 6 May 2021 for adoption.

Once adopted, the strategy will inform SGA's Detailed Business Cases for key transport infrastructure projects in the North West and their route protection (via designations). This will ensure that transport and land use are integrated.

The Spatial Land Use Strategy will be a starting point that future structure plans may build on. However, changes in evidence strategy, policy, and the status of infrastructure planning may require changes at the structure plan stage.

Appendix A – Survey Response Report

Draft Spatial Land Use Strategy

SURVEY RESPONSE REPORT

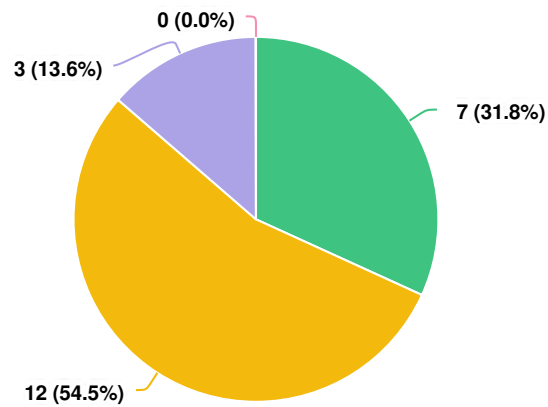
30 November 2020 - 02 February 2021

PROJECT NAME:

North West Spatial Land Use Strategy

REGISTRATION QUESTIONS

Q1 What gender do you identify as?



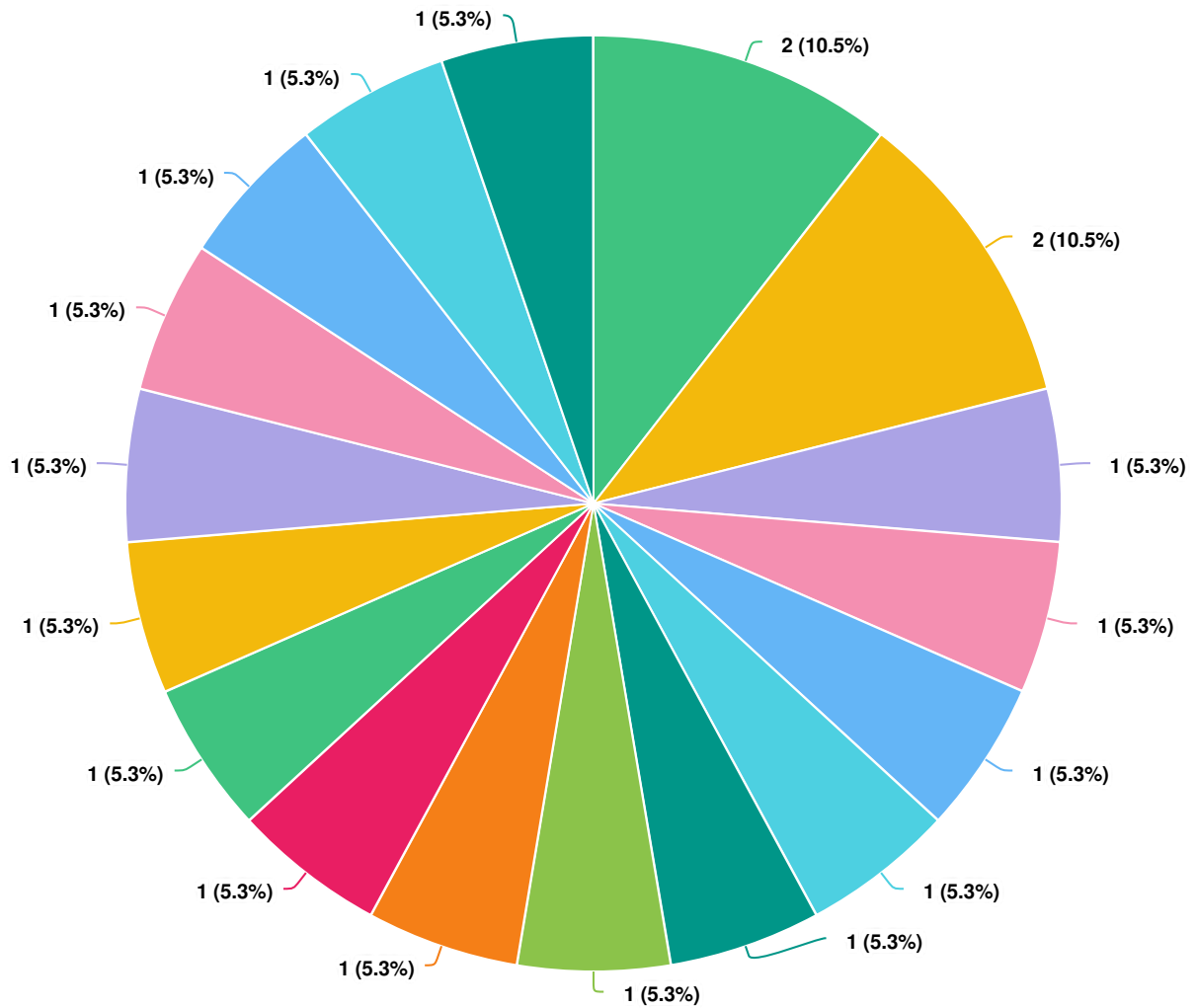
Question options

- Female
- Male
- Prefer not to say
- Gender diverse

Optional question (22 response(s), 1 skipped)

Question type: Radio Button Question

Q2 What year were you born?

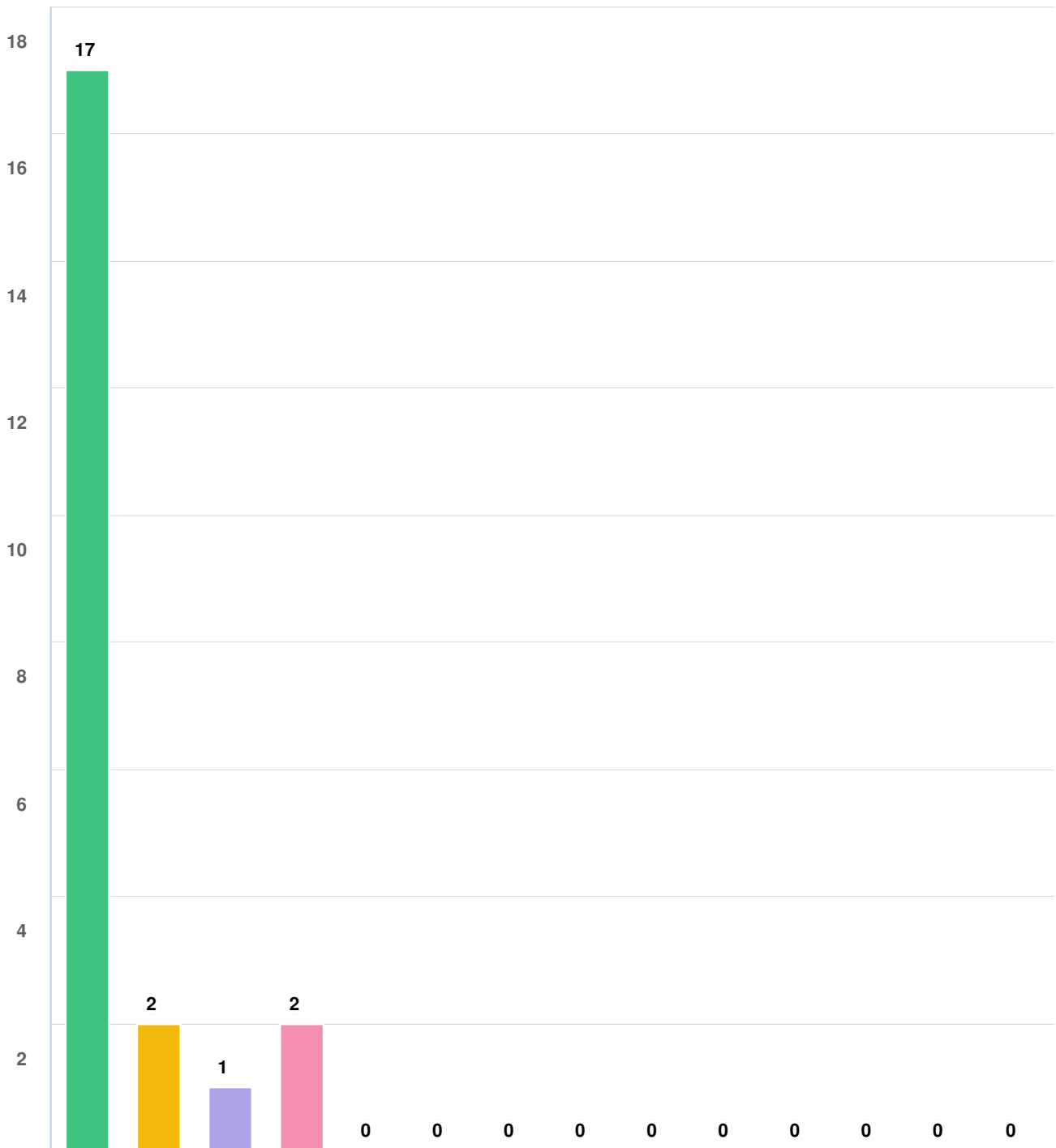


Question options

- 1963
- 1957
- 1951
- 1978
- 1960
- 1958
- 1965
- 1992
- 1972
- 1989
- 1990
- 1933
- 1970
- 1987
- 1967
- 1988
- 1959

*Optional question (19 response(s), 4 skipped)
Question type: Date Question*

Q3 What ethnicities do you identify with?

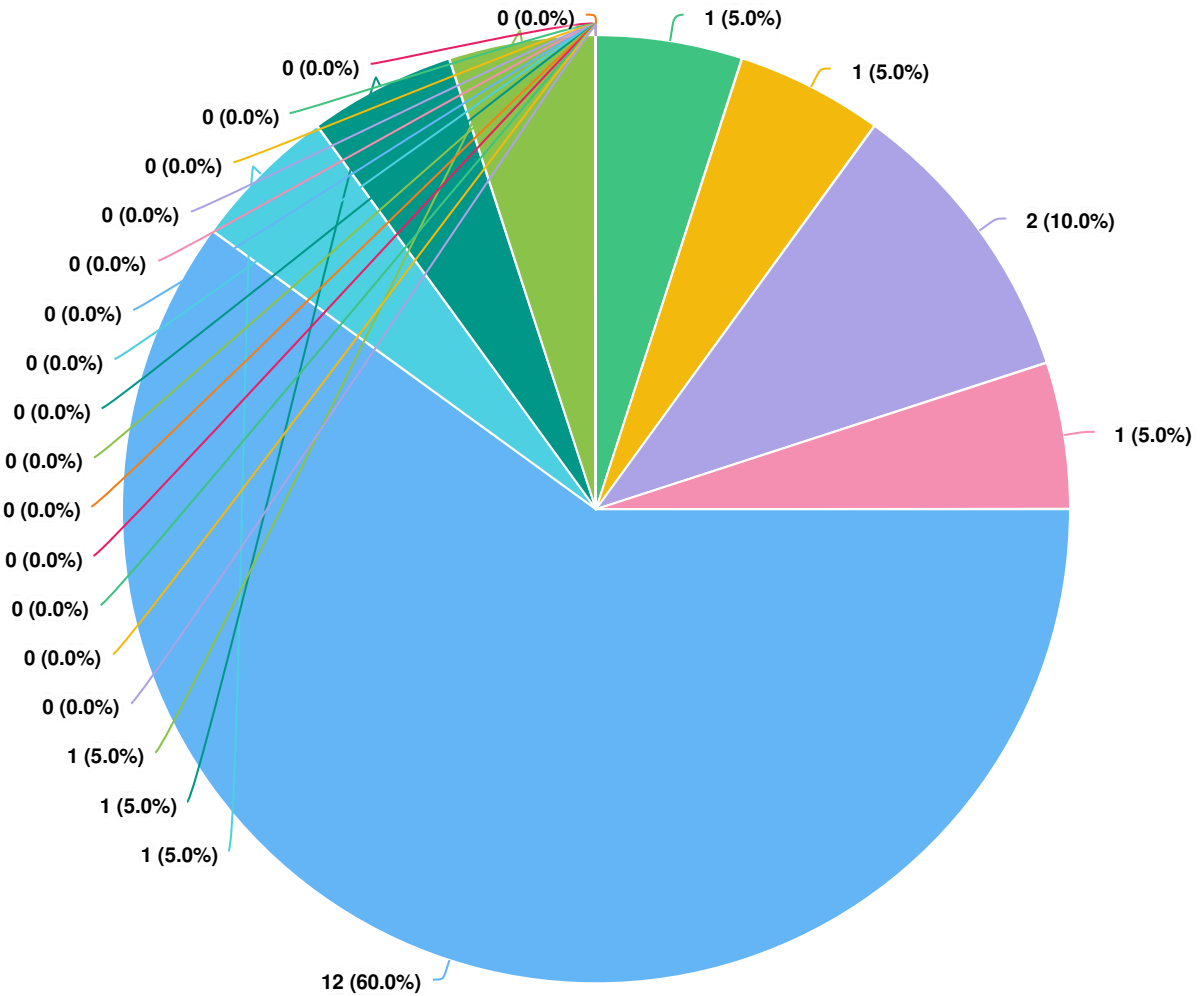


Question options

- Pākehā/NZ European
 ● Other European
 ● Chinese
 ● Other
 ● Māori
 ● Samoan
 ● Cook Islands Māori
- Tongan
 ● South East Asian
 ● Korean
 ● Indian
 ● Middle Eastern
 ● Latin American
 ● African

Optional question (21 response(s), 2 skipped)
 Question type: *Checkbox Question*

Q4 | What local board area do you live in? If you don't know your local board, see find your local board



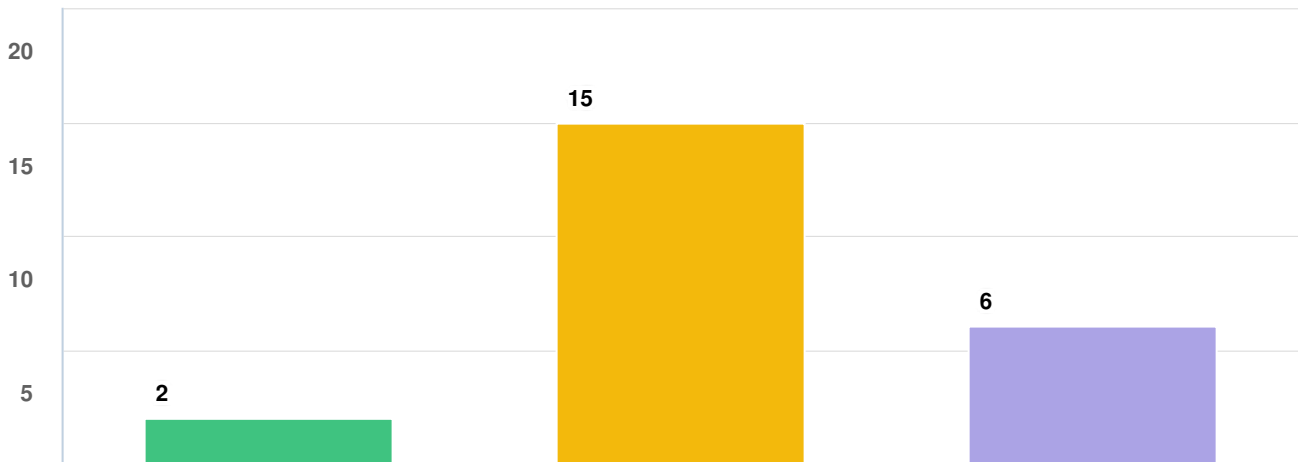
Question options

- Albert-Eden Devonport-Takapuna Henderson-Massey Ōrākei Rodney Upper Harbour
- Waitematā Outside Auckland Aotea / Great Barrier Franklin Hibiscus and Bays Howick
- Kaipātiki Māngere-Ōtāhuhu Manurewa Maungakiekie-Tāmaki Ōtara-Papatoetoe Papakura
- Puketāpapa Waiheke Waitākere Ranges Whau Don't Know

*Optional question (20 response(s), 3 skipped)
Question type: Dropdown Question*

SURVEY QUESTIONS

Q1 Overall, what do you think of the draft Spatial Land Use Strategy?



Question options

- Support
- Do not support
- I don't know

*Optional question (23 response(s), 0 skipped)
Question type: Checkbox Question*

Q2 Tell us why.

Screen Name Redacted

12/07/2020 08:10 AM

There is high quality farm/horticulture land that should not be lost to housing Auckland needs horticulture land need to its market to save on transport costs plus access to labour /staff

Screen Name Redacted

12/08/2020 02:18 PM

I understand the need for Auckland to expand its housing, but I don't understand why these areas are allowed to expand without roading infrastructure being installed BEFORE these developments are allowed to commence. (Un)fortunately, the only place we were able to buy a house is in Haupai, why is it there is more urban zone planning when upgrades between Huapai and Whenuapai are only just beginning?

Screen Name Redacted

12/11/2020 08:49 PM

Urbanising a country area with no public transport and one main road in and out seems very short sighted. Building in areas that are close to rail and public transport that has existing infrastructure seems to make more sense. I see that future developments are on hold until infrastructure can catch up, but the existing developments have traffic levels at a critical level now. This is to the point where it is impacting people's health and well being - sitting in traffic for 45 minutes just to get out of Kumeu. The corridor is many years away before even starting and yet developers continue to come in and carve up the land and put houses in. MPs giving consent for urban villages that are not even zoned for future urban living <https://www.linz.govt.nz/overseas->

investment/decision-summaries-statistics/2020-09/201900654 And an ECC at the end of Taupkai road? All development needs to stop until a cohesive plan for infrastructure is adequate. Public transport, buses, rail, park and ride and cycle ways. Auckland is already struggling with water and sewerage - it makes more sense to develop areas outside of Auckland and run rapid rail up and down the country. Kumeu used to be a nice place to live and now it is a horrible mess. Hopefully careful planning and stopping anymore high density housing, coupled with good infrastructure might help mitigate the damage that has been done.

Screen Name Redacted

12/30/2020 03:03 PM

If you are going to grow Kumeu/Huapei as a transit-oriented growth to allow rapid transit such as light rail, the problem with that will go across the North Auckland Railway line, and it will create conflicts between trams and trains. Having Helensville excluded in the Northwest growth programme makes it impossible to include a passenger rail service to the Auckland CBD apart from SH16 that would currently be faster journeys. Electric trains go 30% faster than modern trams in its maximum speed. Express services would be ideal for Northwestern residences including Helensville despite how much space in the Western railway line and how short distance in the rapid transit corridor. That will be the subject of how Helensville will experience the growth from Kumeu/Huapei; more homes, more industries and more amenities from that area as part of the current Supporting Northwestern programme, especially if when the ports move to the Northport. Suppose more road solutions are needed for the Kumeu/Huapei area, it's too apparent to see that the local bus services are the solution to traffic woes as much as the rapid transit corridor which is the way to help people in the northwestern suburbs like Riverhead, Redhills to connect to where they want to travel. An A to B travel in public transport would be their priority for them. Westgate is a nearby destination for Northwestern residence to do their activities as much as employment as far as I understand, especially what they want to do on their way home from the CBD for instance. A rapid transit corridor that's been said on the route to/from Kumeu and the city via SH16 would be much faster than the commuter trains on the Western line. But with the City Rail Link, it will mean more journey saving times as much as faster journeys. If extending commuter trains from Swanson's too expensive to make it happen, this is the way that the real solution is likely to be for the rapid transit corridor via SH16 that this would hardly complement the extended the Western line service to Kumeu or Huapei and onwards to Helensville. It can't go on the North Auckland, or Northland, line.

Screen Name Redacted

1/02/2021 02:31 PM

I live at 206 Trigg Rd Huapai and we are locked out of any planning and stuck between the future urban zone and the proposed motorway route which completely destroys our way of living. Due to poor communication from council this has been forced upon us and is not what any of the people living in this small zone want. It seems ridiculous to leave a small triangle of land with significant boundaries on all sides in its current zoning with such demand for housing required.

Screen Name Redacted

We have heard so many times and nothing ever happens

1/09/2021 03:03 PM

Screen Name Redacted

The question differs to the pamphlet delivered

1/10/2021 09:43 AM

Screen Name Redacted

The draft proposes FAR too much sprawl - Kumeu/Huapai tripling in geographical size is an absurd proposal which will simply lock in car dependance and any shot that these areas will be vibrant and walkable. All efforts should be made to avoid the detached single dwelling errors of the 20th century - with the current and consented developments happening in this area (including Riverhead and the Westgate/Whenuapai area) this housing type has already been well accommodated for and efforts should be made to grow within some sort of limit. The amount of "terrace housing and apartment building" zoning proposed is weak, we should be allowing for higher densities around all the proposed and existing town/neighbourhood/local centres. Much of what makes these towns/areas unique is their proximity to rural life (i.e the vineyards, lifestyle blocks, open land, etc) - by allowing them to be enveloped in what will become endless suburbia this character will be lost. Instead, allowing for denser development within the existing townships (terraced housing though to mid-rise apartments) will save this while allowing for the town centres to grow and also reducing infrastructure costs now and in the future. The amount of projected growth could be achieved in a dramatically smaller area than is proposed.

1/13/2021 10:19 PM

Screen Name Redacted

An increased area devoted for residential use.

1/14/2021 02:36 PM

Screen Name Redacted

Please see attached submission from Atlas Concrete Ltd

1/15/2021 10:33 AM

Screen Name Redacted

Massive enhancements to roads and infrastructure required before any further development. Roads and accessibility to kumeu and huapai already insufficient with current development

1/15/2021 11:57 AM

Screen Name Redacted

I support it although SH16 needs to be diverted the traffic is unbelievable and only a quarter of these new developments have finished. I would also use trains if I could rather than drive. We have the train line it just needs to be upgraded you would think this would be fast tracked.

1/15/2021 02:12 PM

Screen Name Redacted

Not enough infrastructure planning. No High schools, no new primarys . No improvements to parks in area and what is being created for commercial buildings in Huapai area lacks style, heritage or forward thinking to create spaces that are inviting and will age well within the community. A lot of tilt slab buildings with no character

1/15/2021 09:14 PM

Screen Name Redacted

too many if's ! where is the infrastructure planning? There is not enough info given!

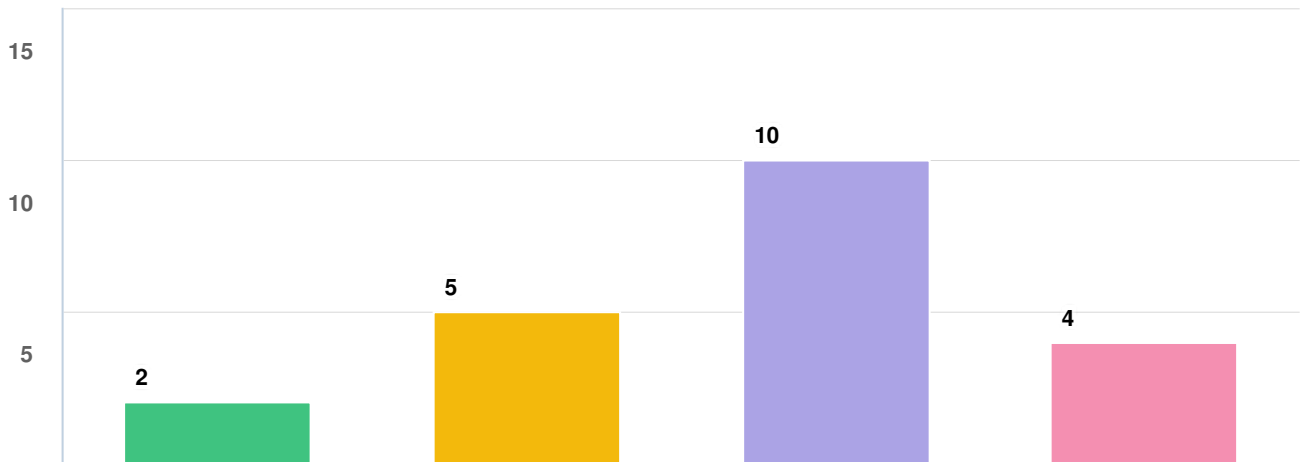
1/16/2021 04:22 PM

Screen Name Redacted 1/26/2021 04:55 PM	We need fewer people in Auckland. The other option is super-high density housing (1.i. 12-18 story apartment blocks) throughout the inner suburbs (Remuera, Newmarket, Parnell, Grey Lynn, Ponsonby, Herne Bay, St Mary's Bay, Freemans Bay etc).
Screen Name Redacted 1/26/2021 05:12 PM	There is a huge unmet demand for housing and the draft plan does not allocate enough land close to Westgate that could be utilized for residential development to that purpose. Too much is outside RUB.
Screen Name Redacted 1/26/2021 05:50 PM	As a landowner of 95 Access Road, Kumeu this is going to have a major impact on the value of our property and potentially the reduction of its size. It will also severely impact on our enjoyment of our amenity values under our Countryside Living zoning.
Screen Name Redacted 1/27/2021 08:35 AM	Any further development of land will require a serious consideration of the upgrade of existing infrastructures (in particular the viability and the connectivity) HW 16 is in serious troubles
Screen Name Redacted 1/27/2021 09:32 AM	The northwest is a location reserved for water storage - Auckland's capacity has not been enlarged since 1977 while the population has doubled. There is no indication of how water storage is to be accommodated as part of a spatial use plan.
Screen Name Redacted 1/31/2021 11:55 AM	The Draft Spatial Plan identifies light industrial land adjacent to established residential zones (specifically Huapai Triangle), as well as future residential zones. These land uses are incompatible, which poses the risk of reverse sensitivity and reduced amenity value for residents.
Screen Name Redacted 1/31/2021 12:37 PM	The Draft Spatial Plan identifies light industrial land adjacent to established residential zones (specifically Huapai Triangle), as well as future residential zones. These land uses are incompatible, which poses the risk of reverse sensitivity and reduced amenity value for residents.
Screen Name Redacted 2/01/2021 04:33 AM	We need more infrastructure to support the houses, ie we need to have the train back and a better bus service

Optional question (22 response(s), 1 skipped)

Question type: Essay Question

Q3 Would you like to give feedback on any of these land uses?(Choose as many as you like)



Question options

- Centres
- Business land
- Residential and other uses
- Other (rural, parks, etc.)

Optional question (12 response(s), 11 skipped)
Question type: Checkbox Question

Q4 What feedback do you have on centres?

Screen Name Redacted

12/30/2020 03:03 PM

The time will tell when the Northwestern area will get the town centres, most importantly Kumeu, as there'll be home to 100,000 residences with 40,000 homes and 20,000 jobs to create. That will depend on when Helensville get this effect from Kumeu. The nearest town centre for shopping and services would be Westgate, a nearby preference for them to go.

Screen Name Redacted

1/15/2021 10:33 AM

Please see attached submission

Optional question (2 response(s), 21 skipped)

Question type: Essay Question

Q5 What feedback do you have on business land?

Screen Name Redacted

12/07/2020 08:10 AM

Must be located on transport hubs/networks

Screen Name Redacted

12/30/2020 03:03 PM

If business land becomes a reality than just an investment land for purposes like farming, the time will tell what industry it will implement as part of the 20,000 job plan.

Screen Name Redacted

1/15/2021 10:33 AM

Please see attached submission

Screen Name Redacted

1/31/2021 11:55 AM

The Draft Spatial Plan identifies light industrial land adjacent to established residential zones (specifically Huapai Triangle), as well as future residential zones. These land uses are incompatible, which poses the risk of reverse sensitivity and reduced amenity value for residents.

Screen Name Redacted

1/31/2021 12:37 PM

The Draft Spatial Plan identifies light industrial land adjacent to established residential zones (specifically Huapai Triangle), as well as future residential zones. These land uses are incompatible, which poses the risk of reverse sensitivity and reduced amenity value for residents.

Optional question (5 response(s), 18 skipped)

Question type: Essay Question

Q6 What feedback do you have on residential and other uses?

Screen Name Redacted

12/30/2020 03:03 PM

As more people flock to Kumeu, more people were calling it home in over a decade ago. They may use SH16 or SH18 to drive or use public transports on all kinds of roads, a rapid transit corridor, and a railway line. As 100,000 people call this home in the next 30 years, this will be a progressive growth in the northwest, especially which transport infrastructure can get off the ground from this decade.

Screen Name Redacted

1/02/2021 02:31 PM

The Section along Foster road to Trigg road is an anomaly and should never have been left outside of future urban, when linked to the new motorway extension proposal this is even worse and becomes a "Rural" blick of land with boundaries of Urban development & motorways rendering it impractical fot he intended use as described. In addition the lifestyle of the proprty owners is ruined completely.

Screen Name Redacted

1/10/2021 09:43 AM

The NorthWest needs a high school NOW. Council have approved multiple number of pre-schools but have no forethought to where these children will go to high school. Massey is nothing like why people have moved out to the Kumeu area.

Screen Name Redacted

1/14/2021 02:36 PM

Would like to see a more detailed plan for residential use.

Screen Name Redacted

1/15/2021 10:33 AM

Please see attached submission

Screen Name Redacted

1/26/2021 05:50 PM

Being zoned countryside living, the installation of a feeder to and from the proposed State Highway Corridor has a major impact on the enjoyment of our property.

Screen Name Redacted

1/31/2021 11:55 AM

The focus area of the plan is too narrow and fails to address how future land use between Redhills and Huapai-Kumeu will be managed to accommodate future growth. A significant area of land to the south is identified as 'Future Residential and Other Uses'. Further information is needed to confirm what other uses might be envisioned – i.e. what additional open space is being proposed to support future neighbourhood centres?

Screen Name Redacted

1/31/2021 12:37 PM

The focus area of the plan is too narrow and fails to address how future land use between Redhills and Huapai-Kumeu will be managed to accommodate future growth. A significant area of land to the south is identified as 'Future Residential and Other Uses'. Further information is needed to confirm what other uses might be envisioned – i.e. what additional open space is being proposed to support future neighbourhood centres?

Screen Name Redacted

2/01/2021 04:33 AM

We will need more schools and infra structure to support more people. Better put the infra structure first

Optional question (9 response(s), 14 skipped)

Question type: Essay Question

Q7 | What feedback do you have on other land uses (i.e. rural, parks etc.)?

Screen Name Redacted

12/07/2020 08:10 AM

Parks must be of sufficient size to "feel like a nature reserve /real park".
pocket parks might be fine for a kids play area but for mature users the park needs to sufficiently big that you feel you are surrounded by nature and green

Screen Name Redacted

1/15/2021 10:33 AM

Please see attached submission

Screen Name Redacted

1/27/2021 09:32 AM

As above - what is planned for increasing Auckland's water storage and what effect will this plan have on the catchment of rain water to feed this resevoir capacity?

Screen Name Redacted

2/01/2021 04:33 AM

Please ensure these are protected and Waimauku remains rural

Optional question (4 response(s), 19 skipped)

Question type: Essay Question

Q8 | Do you have any other feedback on the draft Spatial Land Use Strategy for the North West?

Screen Name Redacted

12/07/2020 08:10 AM

The loss of good horticulture land is a issue.

Screen Name Redacted

12/08/2020 02:18 PM

Can these plans include more future-proofing for roading in areas where there are plans to expand urban areas?

Screen Name Redacted

12/11/2020 08:49 PM

The interchange will need to carefully considered as it cannot cope with the volume of traffic it has now. I wonder if the interchange can be further down to towards Westgate? Or modified to handle larger volumes of traffic..

Screen Name Redacted

12/30/2020 03:03 PM

Kumeu has industry facilities for anything such as the film industry, and there is a chance for a team of 100,000 to call home but most importantly, a team of 20,000 to work in this area. This area is on the boom depending on an unprecedented growth, which is why other areas may get an effect like Helensville that they would tend to use a train service, if not an express service, to Auckland as long as they don't need to transfer or sticking to A to B ride. Even the Kumeu/Huapei residences would deserve their rapid transit corridor, which would be a quicker journey.

Screen Name Redacted

1/02/2021 02:31 PM

Government/council/roading all need to get thier act together and work in unison, much is sid about coordinated approach but it is a joke, we hve a

unitary plan completed which now has a roadway through parts of land recently re zoned to residential which will make buying it back more expensive (substantially) and we are still without a single overall plan for Kumeu/Huapai which looks destined to remain a hodgepodge of design by vested council self interest (the proposed motorway has completely changed from one side of Kumeu to the other for this simple reason alone) I have personally been left out of all communications, we don't seem to be inside anyone's plan yet are expected to live with the outcome. The whole thing is seriously sub standard.

Screen Name Redacted

1/09/2021 03:03 PM

Since 2014 - 2015 Auckland Council combined with AT & NZTA, we have had the annual travelling roadshow with all the glossy maps and pictures and teams of planners showing and explaining how our local input was useful. 4 lanes from the motorway to the new riverhead roundabout proposed and 4 lanes to Taupaki roundabout. As each year came, it was a different group and we filled out all the questionnaires again and again. We were promised eventually that work was to start October 2018 and NEVER did and was certain to be started definitely end of year 2019. ANOTHER JOKE!! It is now obvious after all these years gone by and hundreds and thousands of dollars spent nothing achieved at all! This latest outburst asking ALL to be done yet again. You have once again totally ignored the local distance rate payers with CONTEMPT and have had never any intention of starting this widening to 4 lanes and a roundabout as no land designated, surveyed or purchased - WHY NOT, after all these years gone by Total incompetence by ALL of you! Highway 16 is a total disaster, gridlocked and jammed every day!!! and as you are only now starting on planning and survey work, another 2 years or longer, when will construction actually start and finish??? No more excuses - when???? Need facts NOT dreams and be accountable for your presentations!!!! As this is clear, as ratepayers, we have all wasted our good time and effort to be yet again IGORNED!!!! As for the transport at present, heavy diesel fumes spewing, road damaging buses, every hour all day, one each way, costing ratepayers HEAPS - Should there not be all mini buses off peak. Where can ratepayers see the passenger cost per bus trip? There must be a pattern now that shows totally inefficient and costly and not asking ratepayers for any feedback!

Screen Name Redacted

1/10/2021 09:43 AM

Stop further housing developments in the greater Kumeu area until you have improved and completed roading projects and schooling.

Screen Name Redacted

1/13/2021 10:19 PM

The existing urban area of Auckland is working hard to undo the problems created by the suburban style of growth that we chose in the 20th century. Let's not continue these mistakes in new growth areas.

Screen Name Redacted

1/15/2021 10:33 AM

Please see attached submission

Screen Name Redacted

1/15/2021 02:12 PM

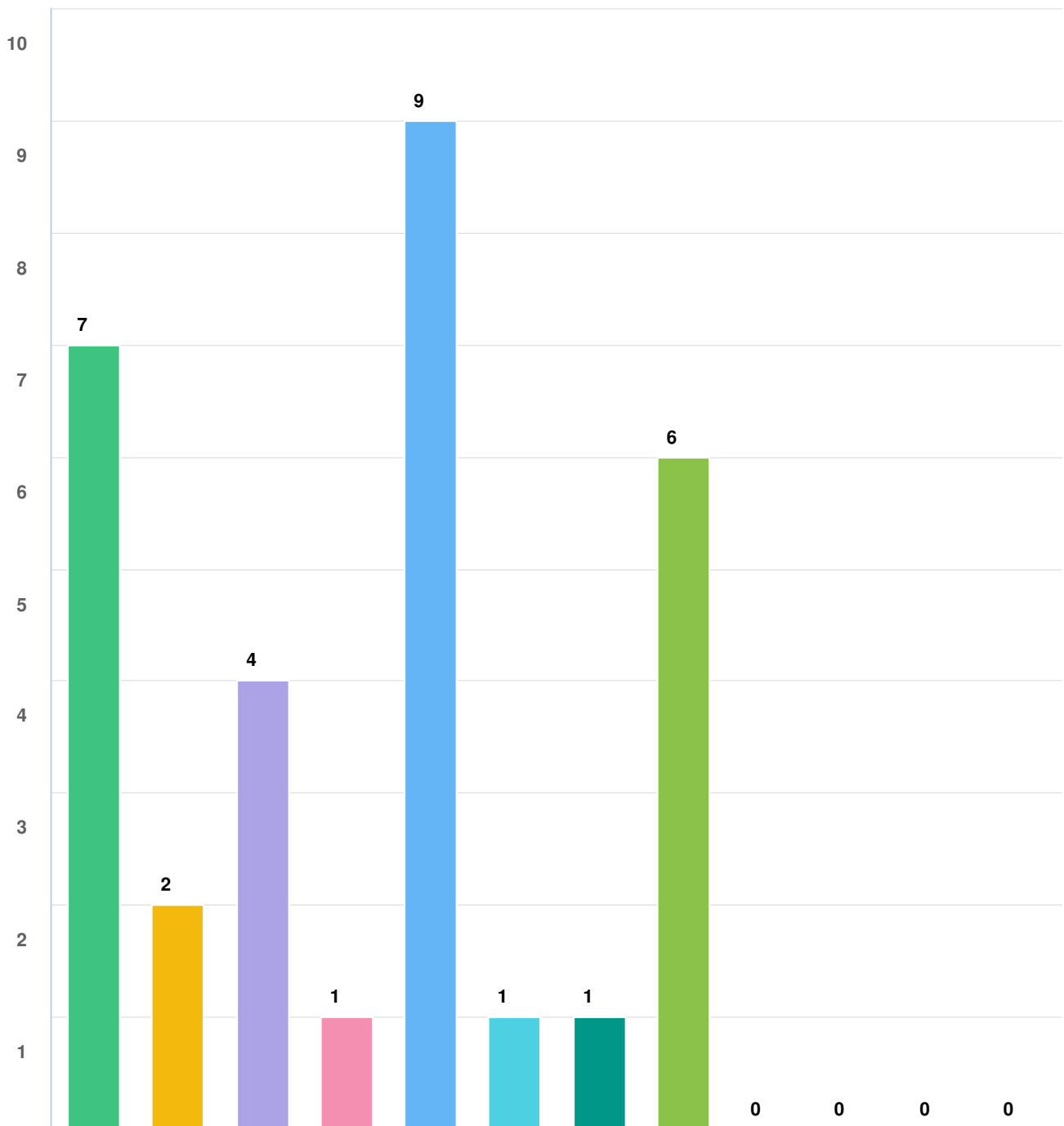
Council and all of its other entities are out of touch with this city. I will never believe that this plan will be put into action until you start doing it. Local and

Screen Name Redacted 1/16/2021 04:22 PM	central government are all talk no action.
Screen Name Redacted 1/26/2021 04:55 PM	More information is needed before anyone can really give a decision or comment. Infrastructure is the key and presently a bane in everyone's backside.
Screen Name Redacted 1/26/2021 05:12 PM	Yes. Please stop putting arable land that should be feeding local populations under roads and buildings. You are killing Auckland.
Screen Name Redacted 1/26/2021 05:50 PM	Land use plan does not show ANY extension of SH16 past the roundabout where it joins Fred Taylor Drive. Even now the traffic is too congested with the CURRENT population - let alone with any more subdivision. New roads and rail to Huapai and bus lanes are needed.
Screen Name Redacted 1/31/2021 11:55 AM	As an affected party we would expect direct consultation prior to any decisions being made.
Screen Name Redacted 1/31/2021 11:55 AM	Industrial Zoning - Access Road - the Council are incorrectly trying to zone land on Access road for industrial or commercial use. This is a piecemeal approach to the problem of the District. The growth of Industrial land should be seen in the context of the whole community. This site has topography and transport issues. The area if zoned has reverse sensitivity issues with the high density housing to be the north & countryside living to the south. The zoning will be opposed.
Screen Name Redacted 1/31/2021 12:37 PM	Industrial Zoning - Access Road - the Council are incorrectly trying to zone land on Access road for industrial or commercial use. This is a piecemeal approach to the problem of the District. The growth of Industrial land should be seen in the context of the whole community. This site has topography and transport issues. The area if zoned has reverse sensitivity issues with the high density housing to be the north & countryside living to the south. The zoning will be opposed.
Screen Name Redacted 2/01/2021 04:33 AM	No

Optional question (17 response(s), 6 skipped)

Question type: Essay Question

Q9 How did you hear about this consultation?

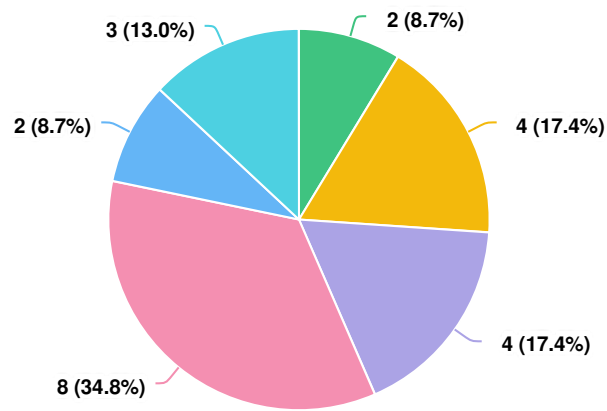


Question options

- Have Your Say website
 ● OurAuckland online
 ● Local Board newsletter
 ● OurAuckland print
- Social media (e.g. Facebook)
 ● Local newspaper
 ● Gave feedback previously
 ● Other (please specify)
- NZ Herald
 ● Radio
 ● People's Panel newsletter/survey
 ● Attended an event or workshop

Optional question (23 response(s), 0 skipped)
 Question type: *Checkbox Question*

Q10 Overall, how satisfied or dissatisfied were you with your overall experience of submitting feedback?



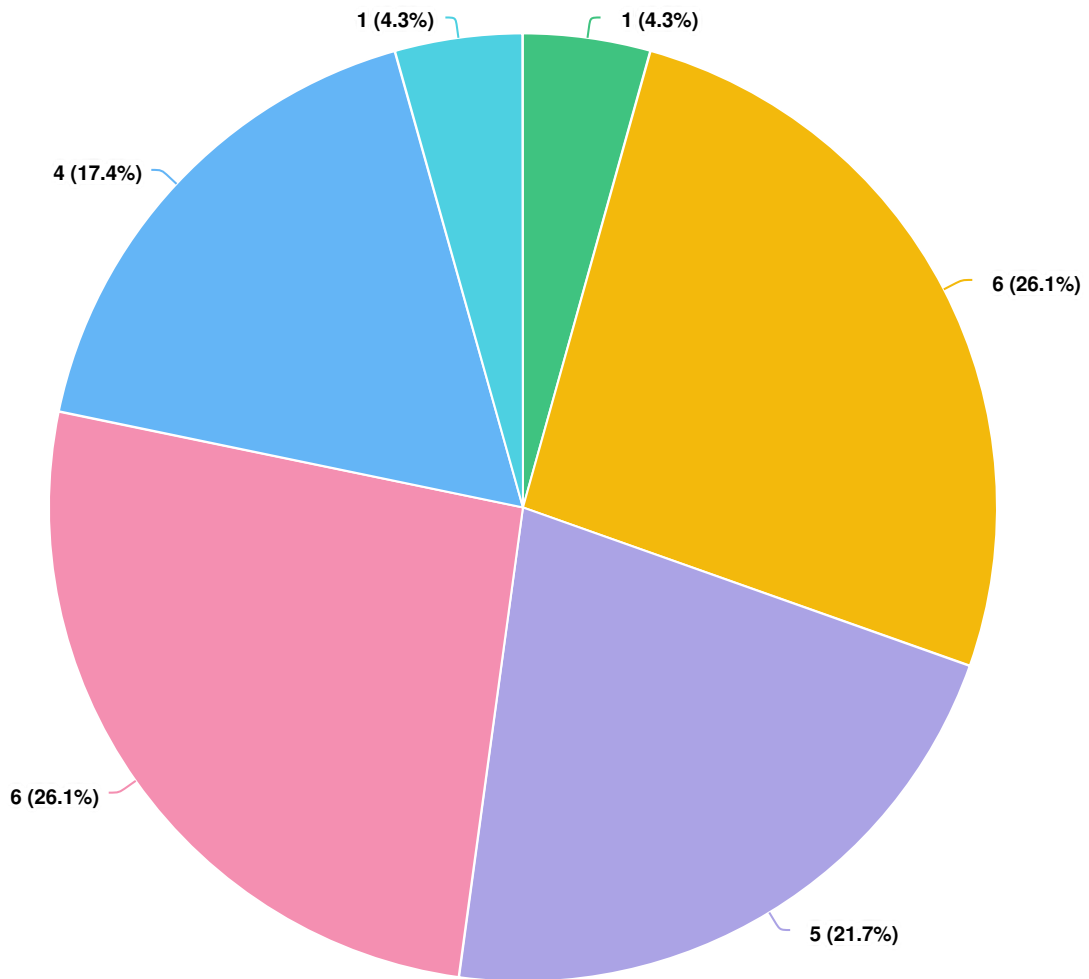
Question options

- 1 - Very dissatisfied
- 2
- 3
- 4
- 5 - Very satisfied
- Don't know

Optional question (23 response(s), 0 skipped)

Question type: Radio Button Question

Q11 | I found the process easy to have my say

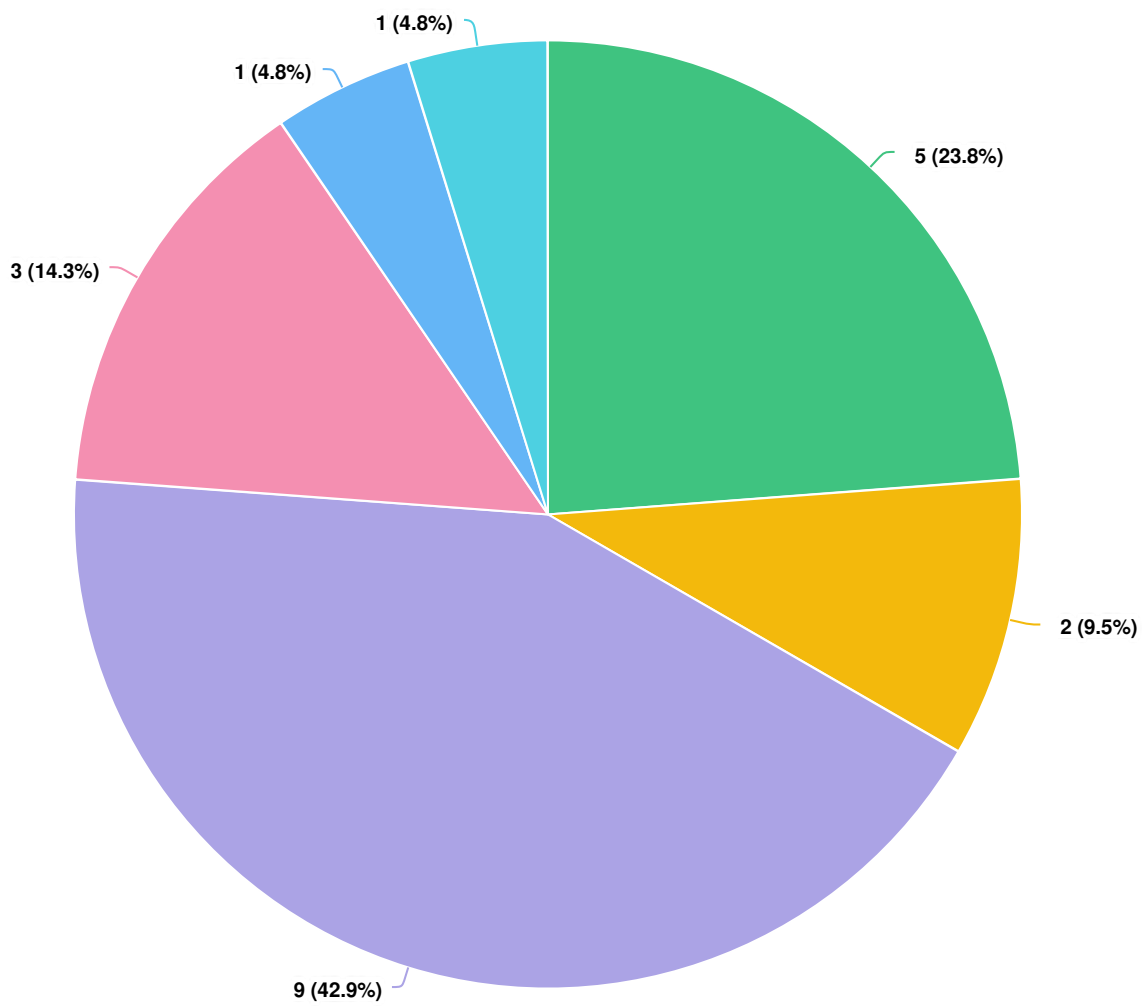


Question options

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 - Strongly agree
- Don't Know

Optional question (23 response(s), 0 skipped)
Question type: Radio Button Question

Q12 Auckland Council provided me with enough information to enable me to have my say



Question options

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 - Strongly agree
- Don't know

Optional question (21 response(s), 2 skipped)
Question type: Radio Button Question

Q13 | How can we improve the process of submitting feedback to Auckland Council?

Screen Name Redacted

12/07/2020 08:10 AM

you need a tick box in each question for a neutral response plus a box to indicate that you to say when you not sure of what would be ideal due to conflicting ideas or lack of enough clear information. This would stop people answering NO when perhaps they feel uncertain or still open minded about the issue

Screen Name Redacted

12/11/2020 08:49 PM

Would be good to be able to phone and talk to a person - getting to meetings is hard during the day.

Screen Name Redacted

12/30/2020 03:03 PM

Supporting growth programme is a joint venture between NZTA and AT, which includes the Auckland Council and the government. There've been no mentions of where the port will move although I understand it's Auckland Council's matter. Since the last term, the governments have been looking at plans and decision-making is yet to be accounted for. We have a range of cohesive views such as if the Auckland's ports move to Northport in a context to the Northwestern support programme. I had an opportunity to talk about why I'd not support this in courtesy of how the information of transports in general like railway is a concern of future-proofing that must be amended because of Kiwirail's programme of upgrading the Northland line. However, the basic information of how many residences, jobs, and houses only seems fair without the outskirts like Helensville with only Waimauku near Kumeu even more extensive approach is needed as it comes to stakeholders who provide plenty of information.

Screen Name Redacted

1/02/2021 02:31 PM

Communciate with all stakeholders adn dtop making arbitrary decisions about who is affected, many of us are very affected yet struggle to see the whole picture, needing to research ourselves. There is no appranet collaboration between anyoen involvedin developing Kumeu/Huapai

Screen Name Redacted

1/09/2021 03:03 PM

Listen to what the ratepayers have told you on previous roadshows for the last 10 years and as always, been IGNORED!!!

Screen Name Redacted

1/10/2021 09:43 AM

Listen to the locals rather than going ahead (or not going ahead as the case has been) to what we say we want and need. Sending our kids to schools on the north shore is not what we want to be doing. Sending our kids to a huge high school like Massey is not what a lot of us want to do. Give us a better option.

Screen Name Redacted

1/13/2021 10:19 PM

It's all good to me!

Screen Name Redacted

1/15/2021 10:33 AM

Provide a link to upload attachments as you will find the submission I have referred to sent to Ryan Bradley personally.

Screen Name Redacted

more information, and more decisions need to be clarified. I reiterate

1/16/2021 04:22 PM

infrastructure is a MASSIVE problem in this area. Please put your energy, time, and money to sorting that out. Then we, as residents can consider the other things put to us. First things first

Screen Name Redacted

1/26/2021 04:55 PM

Stop making decisions before "consultation" has taken place. Council (the wider organisation) are the elected representatives of the ratepayers and residents of Auckland. You have a duty of care to the people you represent to steward the city in a financially prudent manner that supports and protects those people.

Screen Name Redacted

1/26/2021 05:12 PM

Provide some possible alternative scenarios - not just a single picture - and provide also infrastructure upgrade plans for the area

Screen Name Redacted

1/26/2021 05:50 PM

More direct contact with affected parties.

Screen Name Redacted

1/27/2021 08:35 AM

There is a difference between pretend to engage the community and actually do a real community engagement. The information provided is less than minimal. the survey is barely an text field where to write a statement. I wish I hope I am sure you guys could do (will do better)

Screen Name Redacted

1/27/2021 09:32 AM

The map is almost useless as it does not label any identifying landmarks. Also, key competing uses for spatial land - water storage, water catchment, highways, landfill, etc are not identified

Screen Name Redacted

1/31/2021 11:55 AM

Make the feedback at times when people are not on holiday or getting ready for Christmas

Screen Name Redacted

1/31/2021 12:37 PM

Submissions are not due during times when most people are away on holiday or getting ready for Christmas

Optional question (16 response(s), 7 skipped)

Question type: Essay Question

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



Appendix 3 – Business land needs assessment



North-West Auckland
Spatial Land Use Strategy
Economic Assessment

19 April 2021

m.e
consulting



North-West Auckland Spatial Land Use Strategy

Economic Assessment

Prepared for

Auckland Council

Document reference: ACL158.20

Date of this version: 19 April 2021

Report author(s): Derek Foy, Rebecca Foy

Director approval: Greg Akehurst

Disclaimer: Although every effort has been made to ensure accuracy and reliability of the information contained in this report, neither Market Economics Limited nor any of its employees shall be held liable for the information, opinions and forecasts expressed in this report.



Contents

1	INTRODUCTION	3
1.1	BACKGROUND	3
1.2	OBJECTIVE	3
1.3	SCOPE	3
2	SUSTAINABLE CENTRE SPACE.....	6
2.1	APPROACH	6
2.2	CENTRES AND CATCHMENTS	6
2.3	HOUSEHOLD CAPACITY AND PROJECTIONS	8
2.4	AUCKLAND COMPARISONS FOR KUMEU-HUAPAI	9
2.5	DEMAND.....	10
2.6	ACTIVITY TYPES.....	13
2.7	CENTRE LOCATION.....	14
3	INDUSTRIAL LAND DEMAND AND SUPPLY	19
3.1	INDUSTRIAL LAND DEMAND	19
3.2	NORTH-WEST INDUSTRIAL LAND SUPPLY	19
4	NON-INDUSTRIAL BUSINESS LAND	23
5	CONCLUSION.....	24

Figures

FIGURE 1.1: DEVELOPMENT STRATEGY FUTURE URBAN AREAS (MAP 18).....	4
FIGURE 1.2: DEVELOPMENT STRATEGY SEQUENCING AND TIMING OF GROWTH (MAP 31)	5
FIGURE 2.1: STUDY AREA LOCAL CENTRE CATCHMENTS	7
FIGURE 2.2: REDHILLS FUTURE ROADING CONNECTIONS.....	8
FIGURE 2.3: CATCHMENT HOUSEHOLD PROJECTIONS	9



FIGURE 2.4: KUMEU-HUAPAI OVERLAID ON LOWER NORTH SHORE (LEFT), HOWICK/PAKURANGA (RIGHT), MEADOWBANK (BOTTOM)..... 10

FIGURE 2.5: KUMEU/HUAPAI CATCHMENT RETAIL DEMAND PROJECTIONS 11

FIGURE 2.6: RIVERHEAD CATCHMENT RETAIL DEMAND PROJECTIONS 12

FIGURE 2.7: REDHILLS NORTH CATCHMENT RETAIL DEMAND PROJECTIONS 12

FIGURE 2.8: ADDITIONAL CENTRE SPACE REQUIRED BY LOCATION BEFORE CONSIDERING CENTRE LOCATION..... 13

FIGURE 2.9: KUMEU/HUAPAI POTENTIAL CENTRE LOCATION WITHOUT (ON LEFT) AND WITH A SH16 PT STOP..... 15

FIGURE 2.10: RIVERHEAD POTENTIAL CENTRE LOCATION 17

FIGURE 2.11: REDHILLS NORTH POTENTIAL CENTRE LOCATION 18

FIGURE 3.1: WHENUAPAI STRUCTURE PLAN MAP (SEPTEMBER 2016) 20

FIGURE 3.2: PC5 PROPOSED ZONING MAP 21

FIGURE 5.1: SUMMARY OF FUTURE CENTRE SPACE REQUIRED IN NW FUZ 24



1 Introduction

1.1 Background

Significant population and business growth is anticipated in the Future Urban zones in Kumeu-Huapai, Riverhead, and Red Hills North (the “NW FUZ”). The Supporting Growth Alliance is completing a detailed business case for the protection of transport corridors required to service the long-term growth of these Future Urban zoned areas.

Some work has been completed on the potential distribution of different land use activities (residential, industrial, commercial and retail) in the area, but additional and updated assessment of that potential is now required to inform the transport infrastructure planning. That work is being undertaken by Auckland Council through the development of a high-level land use plan, the “Spatial Land Use Strategy” (“SLUS”).

1.2 Objective

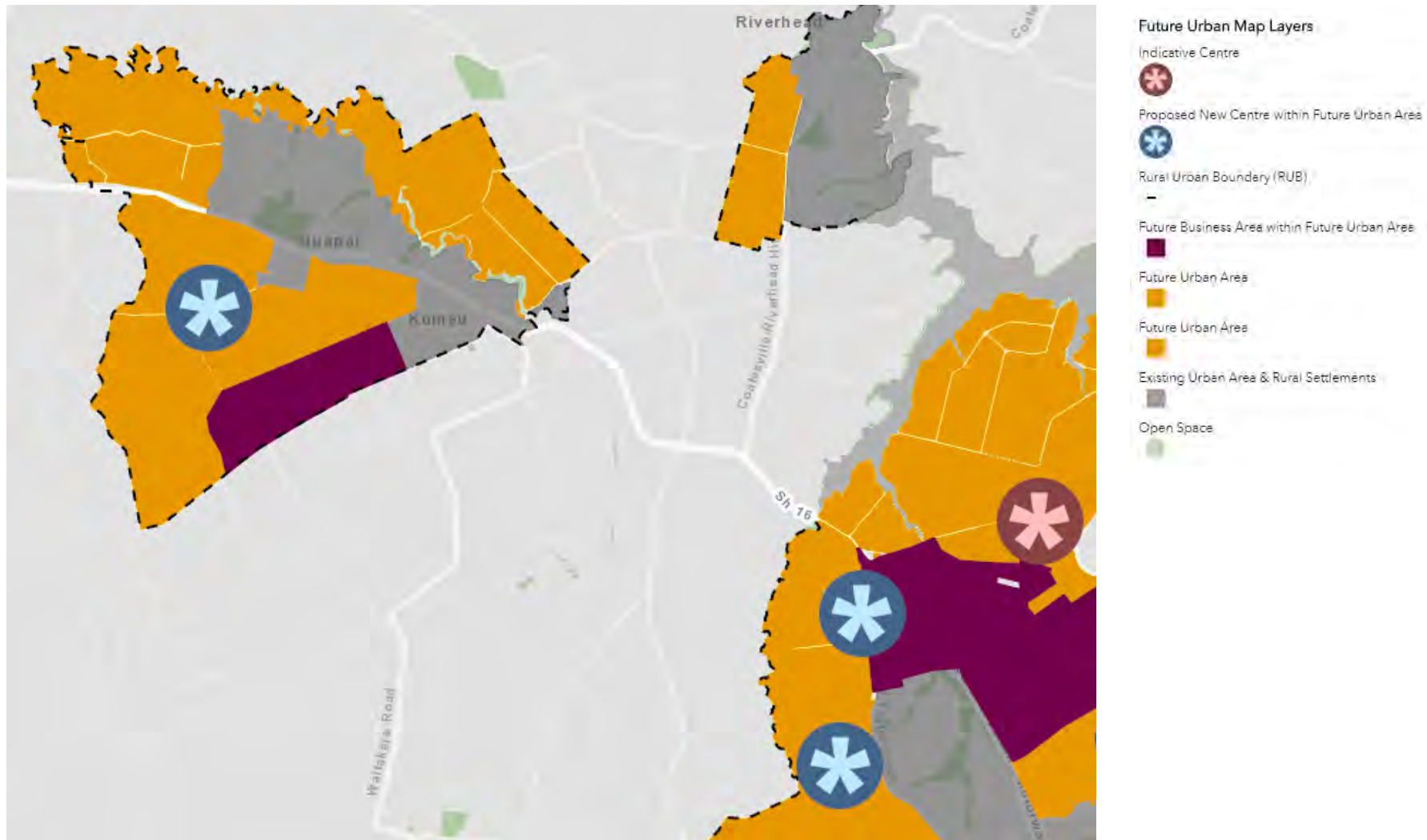
The objective of this report is to determine the amount and type of business land required over the longer term (i.e. full build-out) in the NW FUZ. Determining the size of any new centre in Kumeu-Huapai is a key requirement.

1.3 Scope

The assessment will cover centre-type uses as well as business and industrial land, and will contribute to the SLUS. The SLUS will not be at the detail of a structure plan, which will be prepared closer to when the land is ready for development (2028-2032). The SLUS will use the land use pattern identified in the Auckland Plan Development Strategy (2018, Figure 1.1) as a starting point, and refine and change that as appropriate based on new information since 2018, including the findings of this assessment. For this assessment the timing of development (e.g. per the indicative timeline in the Development Strategy, Figure 1.2) is less important than the scale of development at full build-out.

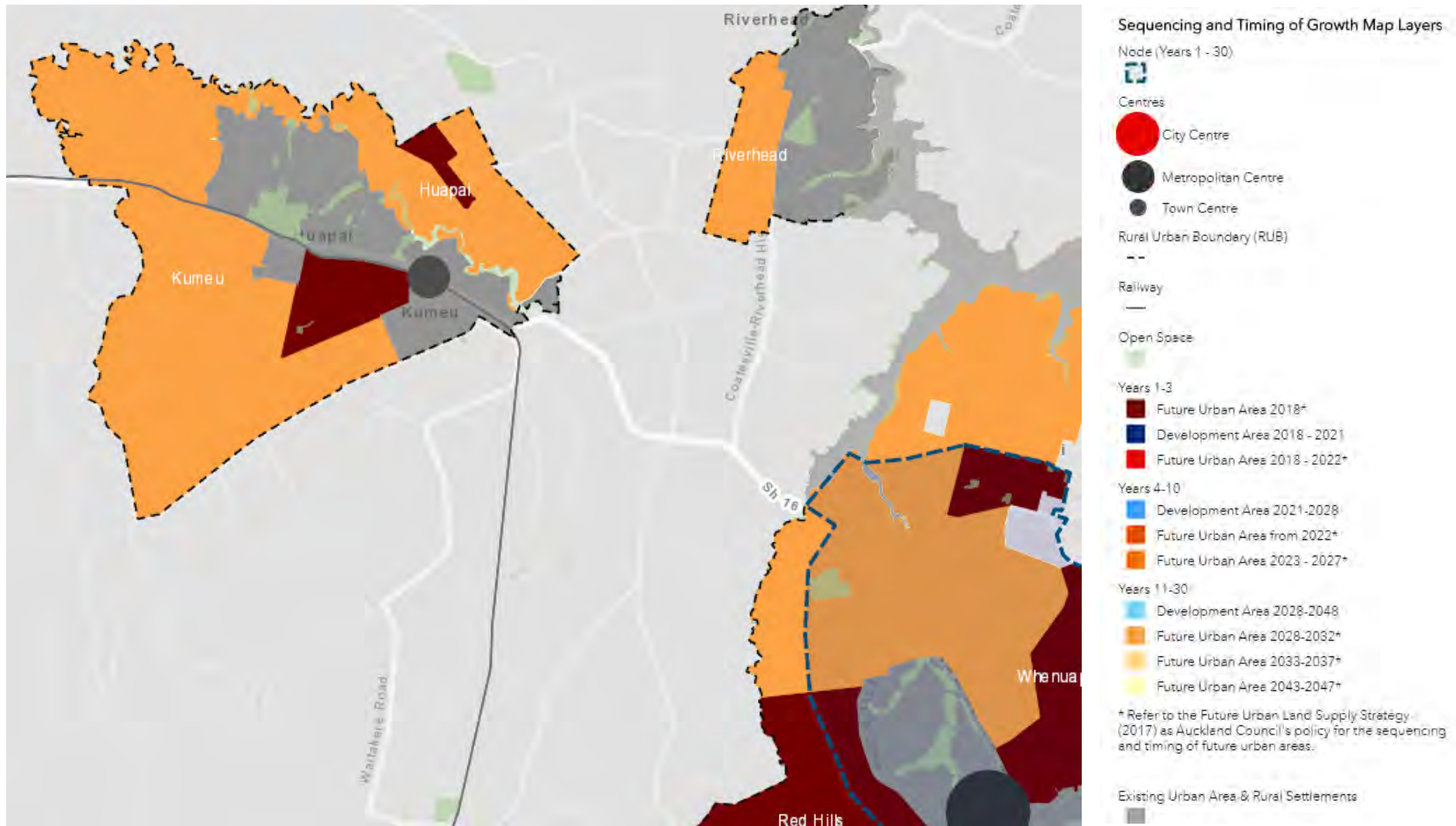
The assessment is to be cognisant of the existing and planned business development in the area and the land use plans in the adjacent Whenuapai area.

Figure 1.1: Development Strategy Future Urban areas (Map 18)¹



¹ <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/Pages/interactive-map.aspx?ItemId=7&prev=Maps>

Figure 1.2: Development Strategy sequencing and timing of growth (Map 31)²



² <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/Pages/interactive-map.aspx?ItemId=8&prev=Maps>



2 Sustainable centre space

2.1 Approach

A primary objective of this assessment is to quantify sustainable centre space in the NW FUZ. To do that the assessment:

- Identified retail catchments from within which most spend would be directed to the identified local centre. Additional spend will flow to other locations for more specialised goods (e.g. the Auckland CBD, metropolitan centres, large format retail centres, etc.) and to smaller neighbourhood centres, but the local centre catchments identified are defined at a suitable resolution to enable assessment of demand for space in local and town centres in the study area.
- Quantified household counts in each catchment
- Quantified total retail spend directed to all destinations, by households living in each catchment (and businesses and workers working there)
- Estimated the distribution of that total retail spend to different types of centres, with only a proportion directed to centres within the catchment, and that spread across different centre types within the centre hierarchy (town, local and neighbourhood centres).
- Assessed the amount of centre floorspace that will be required to support that locally retained spending, including space for all retail stores and non-retail centre activities (household and community services, offices, medical, etc.).
- Discusses options and provides a desktop recommendation on the layout of centres, including indicative locations, which will be subject to influence from the ultimate location of other parts of the urban area.

2.2 Centres and catchments

The catchments defined are based on local centres, and show the centre to which people living in the NW FUZ would frequent to satisfy their local centre retail and service needs (Figure 2.1). Existing centres in the area which service local centre demand are:

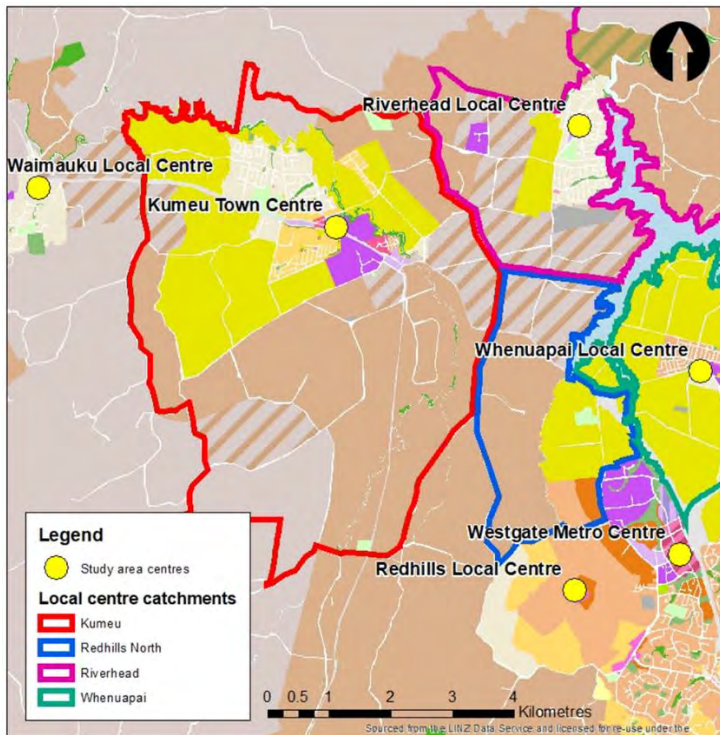
- Kumeu town centre: servicing the existing Kumeu and Huapai townships, the future Kumeu-Huapai FUZ and the Countryside Living zone between centred on Waitakere Rd (to the south-east of Kumeu).
- Riverhead town centre: servicing the existing Riverhead township, the Riverhead FUZ and the Countryside Living zone to Riverhead's north-east (towards Albany).
- Westgate metropolitan centre: servicing the existing urban area around Westgate, and rural areas to the west, including the Redhills future development area.

- Waimauku local centre: servicing the Waimauku township, and rural areas west of the Kumeu catchment.

Additional centre supply is likely as centres are developed to service:

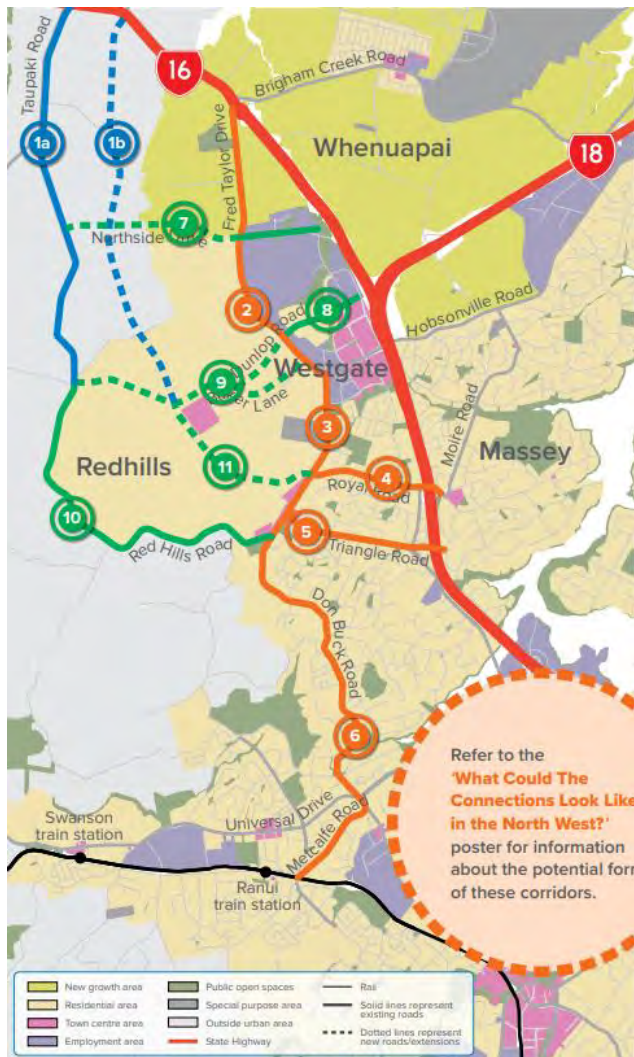
- Redhills: at the location of the live zoned local centre there
- Redhills North: at some yet to be determined location within Redhills North, the potential for which is assessed in this report
- Kumeu-Huapai: additional centre space to provide for needs of the population of the FUZ there (also assessed in this report).

Figure 2.1: Study area local centre catchments



The catchments were defined with reference to centre accessibility given the roading network and topographic constraints, and was cognisant of potential future roading changes including east-west links between the southern part of the Kumeu catchment and Redhills. These east-west links are absent now, except for via SH16, but at least two potential links have been indicated through Supporting Growth, including the Northside Drive and Dunlop Road extensions (shown as roads 7 and 9 respectively in Figure 2.2).

Figure 2.2: Redhills future roading connections³



2.3 Household capacity and projections

Households are the key units of retail demand in the catchment, and for this assessment we have assessed household counts using information provided by Auckland Council:

- For the NW FUZ areas: Council’s current (July 2020) internal assessment of dwelling⁴ yield potential in the NW FUZ. Although timing of growth is not the core issue for this assessment, we have applied growth assumptions to the dwelling capacity estimates. The assumed growth profile is for development to start in the period 2028-2033, and for total capacity to be delivered at an even rate spread over 20 years (i.e. 25% of capacity constructed in each year). FUZ household counts are assumed for simplicity to be nil before development starts, although there are some existing households in FUZ areas.

³ <https://supportinggrowth.govt.nz/assets/North-West/07d24a1dbf/Improving-Connections-Redhills.pdf>

⁴ Assumed for the purposes of this assessment to be equivalent to households

- For the non-FUZ areas (both rural and urban): Household projections from the Auckland Regional Transport i11 growth model.

The growth projections applied in the model are shown in Figure 2.3. Current estimates indicate capacity for 7,400 dwellings in the Kumeu/Huapai FUZ, 560 in the Riverhead FUZ, and 1,100 in the Redhills North FUZ. There is projected to be household growth within non-FUZ areas as well, predominantly through consented dwellings in live-zoned areas, and also from infill housing and redevelopment.

Figure 2.3: Catchment household projections

		2020	2028	2038	2048	Growth 2020-2048	
						n	%
Kumeu/Huapai	Not FUZ	1,080	1,960	3,060	4,170	3,090	286%
	FUZ	-	-	3,700	7,400	7,400	n/a
	Total	1,080	1,960	6,760	11,570	10,490	971%
Riverhead	Not FUZ	1,330	1,610	1,920	2,220	890	67%
	FUZ	-	-	280	560	560	n/a
	Total	1,330	1,610	2,200	2,780	1,450	109%
Redhills North	Not FUZ	450	450	450	450	-	0%
	FUZ	-	630	870	1,100	1,100	n/a
	Total	450	1,080	1,320	1,550	1,100	244%

2.4 Auckland comparisons for Kumeu-Huapai

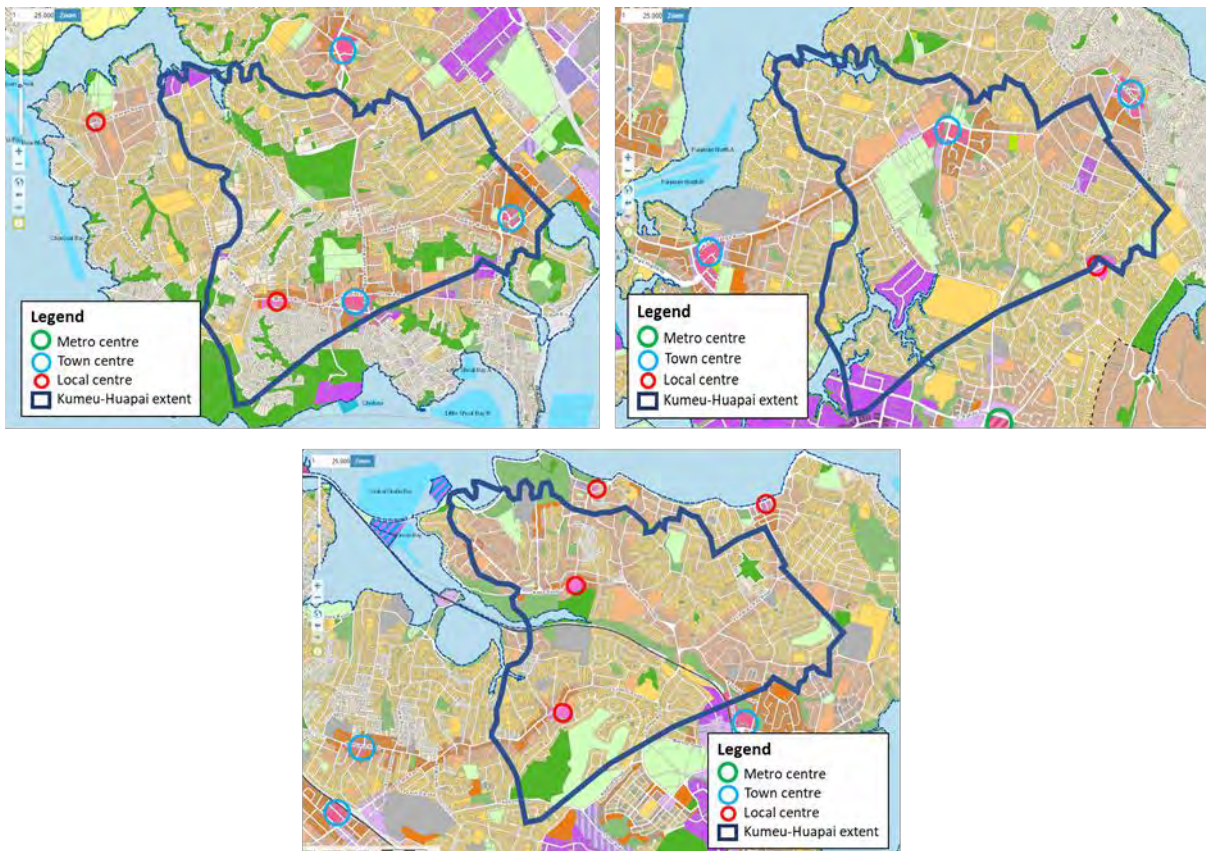
The Kumeu/Huapai catchment will become a very large settlement, both in physical extent and number of households resident. To place the future area in context, it is useful to compare it with some established areas of urban Auckland. To understand how Kumeu/Huapai compares, we have overlaid the spatial extent (i.e. the exterior boundary of the yellow FUZ shown in Figure 2.1) of Kumeu/Huapai on other parts of Auckland, and then assessed the current (2020) household count resident inside that area. That provides a sense of how large Kumeu/Huapai is spatially, and provides a reference for projected dwelling capacity.

The 11,570 households projected for Kumeu/Huapai (Figure 2.3) is similar to the household count for the same spatial extent in the other places now (below in Figure 2.4). Kumeu/Huapai is comparable to:

- A large part of the lower North Shore, taking in parts of Northcote, Glenfield, Birkenhead and Windy Ridge, where there are 11,300 households resident in 2020.
- Parts of Highland Park, Botany Downs and Pakuranga, where there are 13,100 households resident.
- Auckland's eastern bays, including Orakei, Kohimarama, St Heliers, Glen Innes and Meadowbank, where there are 14,600 households resident.



Figure 2.4: Kumeu-Huapai overlaid on Lower North Shore (left), Howick/Pakuranga (right), Meadowbank (bottom)



As a high level indication of what might be an appropriate level of centre provision in Kumeu/Huapai, each of the three extents in Figure 2.4 have multiple town and/or local centres:

- The North Shore area takes in two town centres (Northcote and Birkenhead) and one local centre
- The Pakuranga area includes the Highland Park town centre and Meadowlands local centre
- The Eastern Bays area includes two local centres, with two local centres and a town centre close to the edge.

That centre provision is of only limited use given the continuous extent of residential areas and the broad catchment of the centres in them. Nevertheless, the assessment provides some indication that an area the size of that proposed for Kumeu/Huapai can accommodate a large population, and multiple centres. A more detailed assessment of centre provision follows in section 2.5.

2.5 Demand

This section summarises the retail spend generated within each catchment and the floorspace required to support that level of spending (by centre type).



2.5.1 Demand generated in each catchment

The very significant growth in each catchment will see retail demand increase many-fold from current levels:

- Kumeu/Huapai catchment spend will increase from \$48m in 2020 to nearly \$670m in 2048 (Figure 2.5)
- Riverhead spend will increase from \$58m to over \$160m (Figure 2.6)
- Redhills spend will increase from less than \$20m to nearly \$90m (Figure 2.7).

That increase in household numbers and corresponding increase in retail demand arising from each location will support significantly increased centre floorspace:

- Kumeu/Huapai households and other consumers will by 2048 support 104,000m² of GFA in all locations (all centres and non-centres)
- Riverhead consumers will support 25,000m² GFA
- Redhills North consumers will support nearly 14,000m² GFA.

Not all of that space will be supported within the catchments, with the nearby Westgate metropolitan centre the beneficiary of a large amount of the spending generated by consumers in Kumeu/Huapai, Riverhead and Redhills. Further spend will be directed to non-centre locations including large format retail centres and retail on arterial roads. A breakdown of where that space would be supported, assuming average regional retail spend distributions apply in the North-West, is provided in the three tables below.

Figure 2.5: Kumeu/Huapai catchment retail demand projections

		2020	2028	2038	2048	Growth 2020-2048	
						n	%
HHs		1,080	1,960	6,760	11,570	10,490	971%
Retail demand all locations	\$m/yr	\$ 47.5	\$ 92.5	\$ 351.5	\$ 669.5	622	1311%
GFA supported by location							
Town centres	sqm	1,490	2,780	10,170	18,630	17,140	1150%
Local centres	sqm	1,160	2,170	7,920	14,490	13,330	1149%
Neighbourhood centres	sqm	220	420	1,530	2,800	2,580	1173%
All other locations	sqm	5,440	10,180	37,220	68,250	62,810	1155%
All locations	sqm	8,310	15,550	56,840	104,170	95,860	1154%

Figure 2.6: Riverhead catchment retail demand projections

		2020	2028	2038	2048	Growth 2020-2048	
						n	%
HHs		1,330	1,610	2,200	2,780	1,450	109%
Retail demand all locations	\$m/yr	\$ 58.3	\$ 75.7	\$ 114.6	\$ 161.0	103	176%
GFA supported by location							
Town centres	sqm	1,100	1,380	2,000	2,710	1,610	146%
Local centres	sqm	1,420	1,780	2,580	3,480	2,060	145%
Neighbourhood centres	sqm	280	340	500	670	390	139%
All other locations	sqm	7,410	9,230	13,450	18,190	10,780	145%
All locations	sqm	10,210	12,730	18,530	25,050	14,840	145%

Figure 2.7: Redhills North catchment retail demand projections

		2020	2028	2038	2048	Growth 2020-2048	
						n	%
HHs		450	1,080	1,320	1,550	1,100	244%
Retail demand all locations	\$m/yr	\$ 19.7	\$ 51.1	\$ 68.4	\$ 89.6	70	355%
GFA supported by location							
Town centres	sqm	620	1,540	1,980	2,490	1,870	302%
Local centres	sqm	480	1,200	1,540	1,940	1,460	304%
Neighbourhood centres	sqm	90	230	300	380	290	322%
All other locations	sqm	2,260	5,620	7,240	9,140	6,880	304%
All locations	sqm	3,450	8,590	11,060	13,950	10,500	304%

2.5.2 Demand supported in each centre

Not all the space supported in centres will be supported in the catchment. For example, Riverhead will not generate enough spend to support a town centre, and so the space Riverhead consumers will support in a town centre will be supported outside the Riverhead catchment, and instead in Kumeu/Huapai (being the nearest town centre location). Similarly, Redhills consumers would direct their town centre spend to the Westgate metropolitan centre, which plays a metropolitan centre role, but also fulfils the role of a town, local and neighbourhood centre for consumers living in the relevant catchments around it.

Each of the three catchments assessed will generate enough spend to support at least one local centre, so all the local and neighbourhood centre space will be supported within the catchment.

Those dynamics mean that a town centre of 21,300m² GFA would be supported in Kumeu/Huapai once the FUZ there is fully developed (Figure 2.8). There is already 11,800m² of GFA in the Kumeu town centre⁵, indicating the need for an additional 9,500m² GFA of town centre space. However, parts of that 11,800m² are industrial or other non-core centre uses (such as childcare, fire station, garden centre) or low density activities with large carparks (e.g. around the tavern), meaning there is capacity even within the existing zoned town centre for reorganisation of the centre's built form to accommodate more core-centres space (retail, services, offices etc.).

⁵ Total building footprint area, measured using GIS files of LIDAR-origin data, includes



That 21,300m² would make the centre smaller than the average Auckland town centre (c.40,000m²), although there are many town centres of less than 30,000m². Further, the town centre would support some space to provide for local centre demand, given the relatively long walking distances from some parts of the future township to the existing centre. Further refinements are made to that sustainable space based on the appropriate location of the centre, as discussed in section 2.7.2.

Nearly 15,000m² of GFA would be supported in local centres in Kumeu/Huapai in addition to the town centre space, equivalent to one to two centres, given regional average local centre space of 8,000m². Again, that total is adjusted in section 2.7.2 in the context of the appropriate location of the local centres and the catchment they will serve.

A single local centre would be supported in Riverhead, although that would likely represent an expansion of the existing zoned local centre where there is 1,850m² GFA. A local centre is unlikely to be sustainable in Redhills North, given the 1,500 dwellings projected to locate there would support less than 2,000m² of local centre GFA, and given also the catchment's proximity to Westgate and the live-zoned (but not yet developed) Redhills local centre (where 7.8ha is zoned local centre).

Multiple neighbourhood centres will also be supported, including three or four in Kumeu/Huapai, and one each in Riverhead and Redhills North. We have not included in the existing supply total the existing zoned neighbourhood centres in Riverhead, which are currently completely occupied by existing activities as effectively spot zones and are not serving a neighbourhood centre role (Riverhead Tavern and Hallertau Brewery).

Figure 2.8: Additional centre space required by location before considering centre location

Centre	2020	2028	2038	2048	Current supply	Extra GFA needed	Extra ha needed	Total centres needed	Centres zoned
Town centre									
Kumeu/Huapai TC	2,590	4,160	12,170	21,340	11,830*	9,510	2.1 - 2.7	1	1
Local centres									
Kumeu/Huapai	1,160	2,170	7,920	14,490	-	14,490	3.2 - 4.1	1-2	0
Riverhead	1,420	1,780	2,580	3,480	1,850	1,630	0.4 - 0.5	1	1
Redhills North	480	1,200	1,540	1,940	-	1,940	0.4 - 0.6	1	0
Neighbourhood centres									
Kumeu/Huapai	220	420	1,530	2,800	- **	2,800	0.6 - 0.8	3-4	2
Riverhead	280	340	500	670	-	670	0.1 - 0.2	1	0 ***
Redhills North	90	230	300	380	-	380	0.1 - 0.1	2	0

*excludes the consented 15,000sqm GFA in the Kumeu Central development, 94-104 Main Road Kumeu, Auckland (around the New World)


**there are two neighbourhood centres zoned, but not yet developed

***excluding the spot zones occupied by the Riverhead Tavern and Hallertau brewery

2.6 Activity types

2.6.1 Kumeu/Huapai town centre

A town centre of the size described for Kumeu/Huapai would make some provision for a full range of activities typically found in Auckland's town centres, including:

- 
- Small format retail (tenancies of less than 450m²)
 - A limited range of large format retail, including at least one supermarket, at least one department store and a range of smaller LFR tenancies (500-1,000m²)
 - Hospitality (cafes, bars and restaurants)
 - Commercial services space
 - Offices.

Additional space may also be required for residential apartments (mostly above ground floor), and community services infrastructure such as a library, community centre or leisure centre, depending on community needs, and alternative locations where those could be established. A town centre would be an appropriate place for those activities. The close proximity to the Westgate metropolitan centre may limit the need for some of these community facilities at Kumeu.

2.6.2 Local centres

The local centres required to provide for the community's needs would be of similar form and function to other Auckland local centres. Although there is local centre space zoned at Riverhead, the future centre would grow to a much larger size than the current one, and provide a much broader range of retail and service businesses.

2.6.3 Neighbourhood centres

The neighbourhood centres supported would also be fairly typical of the average Auckland neighbourhood centre. These centres would be small blocks of shops providing for the frequent convenience needs of the local population, including most commonly, dairies, bakeries, takeaway food outlets, hairdressers and liquor stores, as well as occasionally other businesses such as small scale real estate agents and medical offices.

2.7 Centre location

2.7.1 Approach

The appropriate location for the additional centres required will be influenced by the urban form that develops in the area, including the transport network, local parks and the proximity of existing centres. In simple terms, a key objective for these centres will be to situated in the most accessible location for their catchment:

- the town centre should be located close to major roads, and the public transport, walking and cycle networks, and central to the main population base
- local centres should then either fit around the town centre, if they are sustainable in the same settlement (such as in Kumeu), otherwise be located centrally for the main population base they will serve (e.g. Riverhead or Redhills North)

- as the centre lowest on the hierarchy, neighbourhood centres would then “fill gaps” in the centre matrix to create a network of centres that provides easy walking access to centres of some type for most consumers.

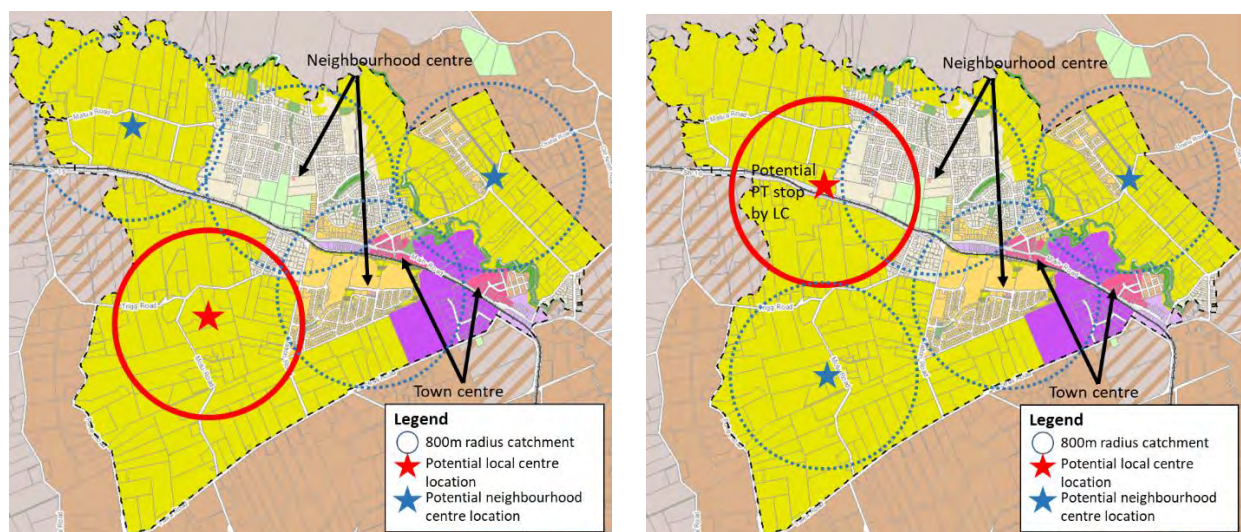
2.7.2 Kumeu/Huapai

Kumeu has a town centre zone, which is split into two discontinuous parts separated by an area of Light Industry zone. There are also two neighbourhood centres zoned, although neither have yet been developed.

There are two main options for the future town centre Kumeu/Huapai needs. The first is that it could be focussed on the existing centre, which would need to be increased in size, and potentially reoriented to provide increase amenity compared to the current centre which fronts the busy SH16. We understand the current centre is not popular with many locals because of its proximity to the busy road. This existing location has the advantage of being accessible to consumers from both Kumeu/Huapai and outside, given SH16 is the main route towards urban Auckland. The centre is also on the better side of the Kumeu/Huapai area to be accessible for consumers in Riverhead, where there is no town centre. This option is also supported by the Kumeu/Huapai Centre Plan 2017.

The second option would be for the existing centre to become a local centre, and a new town centre to be established in the south-eastern part of the FUZ. In our opinion this would be a poorer outcome than the existing town centre location because of the increased distance to Riverhead, being less accessible from SH16 and being on the urban Auckland side of Kumeu/Huapai. There would also likely be difficulties ‘down-zoning’ the existing centre. There is a significant amount of public investment in the existing town centre, an imminent development at Kumeu Central (retail, office, live/work & apartments)⁶, and an expectation that the centre will be the primary commercial and retail focal point in the town. Those factors must have some influence on the viability of retaining or changing the existing town centre zoning.

Figure 2.9: Kumeu/Huapai potential centre location without (on left) and with a SH16 PT stop



⁶ Approximately 14,750m² GFA of retail/commercial/office buildings, consented under application LAN-66314



Favouring then the retention of the town centre in its existing location, a single local centre would provide appropriate supply for the western parts of the township. Two potential options for that location are shown in Figure 2.9, and the most appropriate location for that centre will be influenced by PT links through the area. We understand that a PT stop is being considered for near the western edge of the existing urban area on SH16, and a major PT stop is a logical location for a local centre (and vice versa – a local centre is the logical location for a PT stop). If no major PT stop is established on SH16, the local centre would be better located either near any PT stop or else generally in the centre of the large FUZ block south of SH16, due to the larger future population base in the south.

The FUZ north of SH16 would be home to around 1,350 households, and would be appropriately serviced by a neighbourhood centre, rather than a local centre. The southern FUZ would be home to around 3,500 households, but service a broader catchment of closer to 4,500 households, taking in also parts of the northern FUZ and existing urban area (Figure 2.9). The floorspace in the local centre would be less than the 14,500m² indicated in Figure 2.8 because a large proportion of the local centre space supported in the township would be supported in the town centre, given its eastern-central location which would service the eastern-central parts of the township.

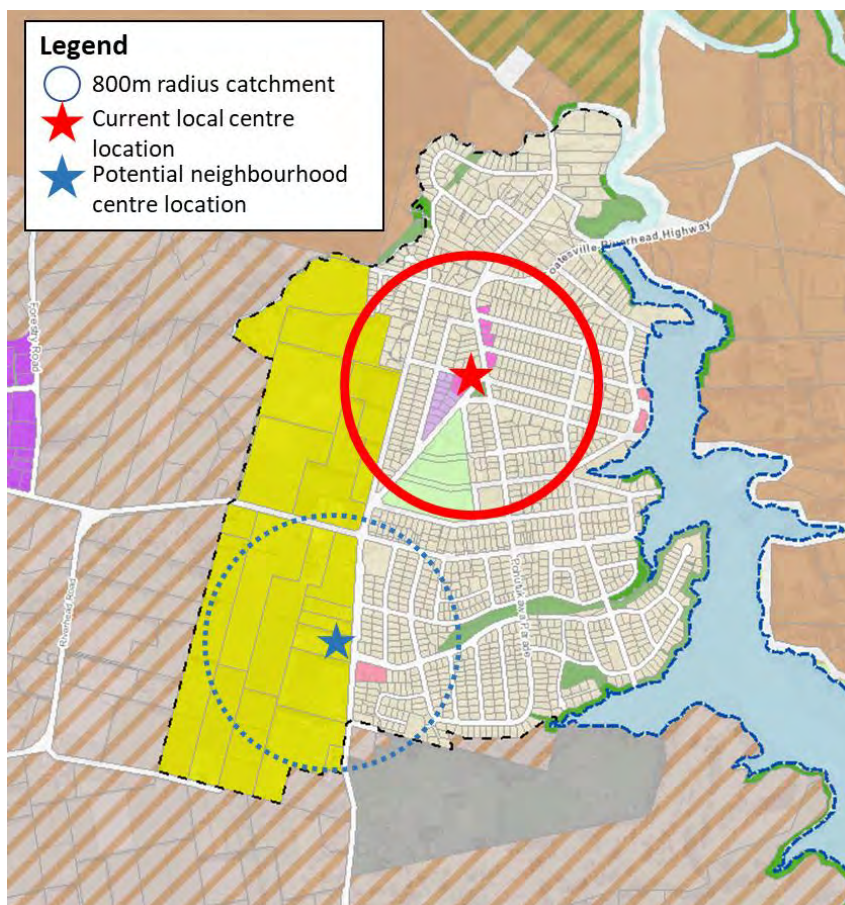
The existing two neighbourhood centres would service the central north-south spine through Kumeu/Huapai, and require additional neighbourhood centres to fill gaps between the area covered by the walkable catchments of other centres, and to support households living in the north-western and eastern parts of the township. A neighbourhood centre in the south-western corner of Kumeu/Huapai will not be required, given the relatively small household base there not within easy walking distance of the local centre (c. 600 households). The four neighbourhood centres identified in Figure 2.9 should provide sufficient zoned land to enable the development of around 500-1,000m² of GFA in each location.

2.7.3 Riverhead

In Riverhead the existing local centre would need to approximately double in size to provide for the needs of the 2,780 households projected to live in the town once the FUZ is fully developed. Those households would support a local centre of nearly 3,500m² GFA, and the existing centre location is an appropriate location for the future local centre, given not only the existing stores there (some of which are very new), but also the location on the Coatesville-Riverhead Highway, the main access route around the upper reaches of the Waitemata Harbour to Albany. While most of the population that will be served by the Riverhead local centre will live in Riverhead, there is also a growing population in the Countryside Living zone west of Paremoremo for which the current location is accessible.

A single neighbourhood centre would be adequate to provide for the convenience needs of Riverhead households, and a location near the southern end of the FUZ (close to Hallertau) would be a good location to provide some separation from the local centre and provide for households living in existing Riverhead and future households that will establish in the FUZ. That neighbourhood centre should be around 500-1,000m² of GFA.

Figure 2.10: Riverhead potential centre location

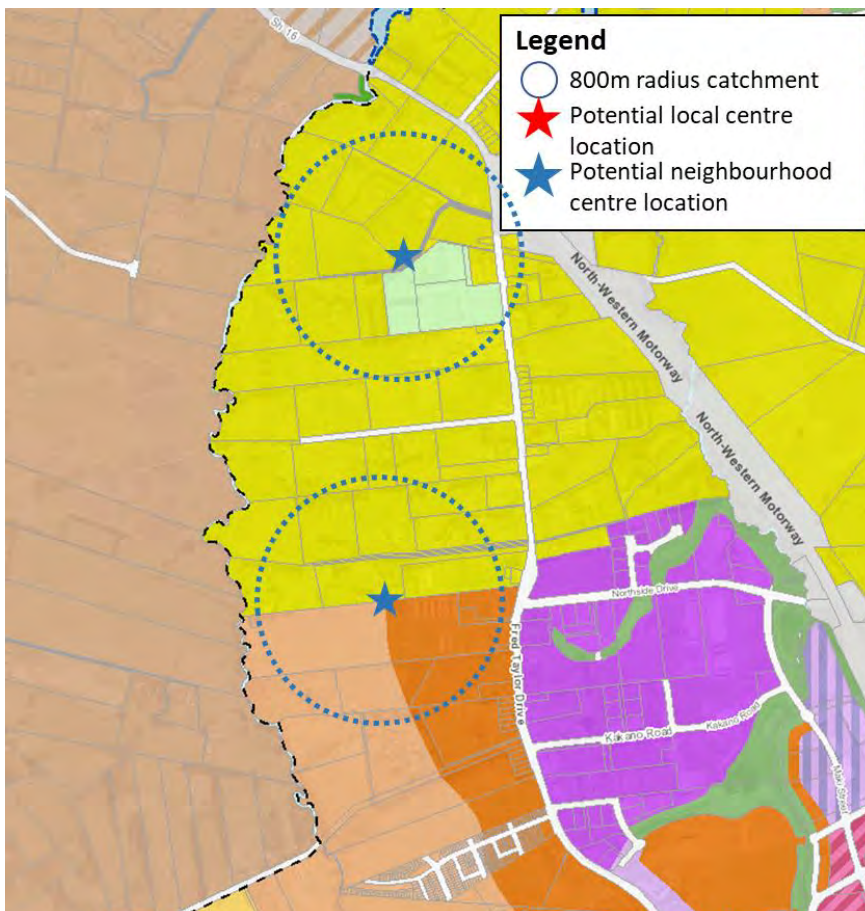


2.7.4 Redhills North

A very large local centre of 7.8ha is zoned for the central part of Redhills. That will potentially support a very large quantum of centre space, although it is nearly 2.5km from the central part of Redhills North. However, because the dwelling capacity of Redhills North is only 1,500, there will not be sufficient households to support a local centre in Redhills North. As an alternative to providing a local centre, two (or possibly three) neighbourhood centres would provide for convenience goods and services, with local centre demand flowing out to Westgate or Redhills North. If located close to Fred Taylor Drive, one or more of those neighbourhood centres would also provide for some of the needs of the industrial area that is likely to establish in the FUZ on the eastern side of Fred Taylor Drive (Figure 2.11).

The southern neighbourhood centre would have a catchment extending into the live-zoned Redhills area, where there is no neighbourhood centre zoned, and it would be appropriate to have that centre very close to the live-zoned Redhills area. That would leave a relatively large expanse to be serviced by only a single neighbourhood centre (indicatively somewhere around Fred Taylor Park), however the dwelling yield in the area points more to two neighbourhood centres than three, with three being useful to provide walking accessibility, but not from a capacity point of view.

Figure 2.11: Redhills North potential centre location





3 Industrial land demand and supply

This section assesses potential industrial land demand and supply in and around the NW FUZ.

3.1 Industrial land demand

Market Economics undertook an assessment of the need for additional business land in the Auckland region by sub-area in 2017 as part of the NPS-UDC programme. That assessment showed that regionally there will not be a shortfall in light industry zoned land supply to cater for the demand anticipated by the medium scenario from the Auckland Economic Futures Model out to 2048, with remaining capacity of 906ha in 2048.

At a more detailed geographic scale, the North West area consists of three spatial areas covered by the model (Urban North, Urban West and Rural North). For each of these areas the modelling showed that there was sufficient land zoned for light industry to meet demand out to 2048. However, much of that spare capacity relied on the conversion of vacant potential land (land that is occupied in part, but underutilised), and there is very little truly vacant industrial land in the area, particularly of larger lot sizes, with current estimates indicating only 24ha in the Urban West⁷, 11ha in the Rural North and less than 15ha in the Urban North. However, there is significant additional industrial land in the pipeline in areas such as Whenuapai that will bolster vacant land supply. That additional land is needed to provide for industrial land in Auckland generally, contributing to regional industrial land stocks, but also within the north-west specifically, to provide local employment opportunities for the growing population.

We have examined employment projections for industrial zoned locations in the North-West, and while there has been growth of 10% in employment in BLIZ locations in the North West (4,870 MECs) in the last five years, the current employment densities (2019) are approximately 27 MECs/ha, which is significantly lower than the in BLIZ zones in many other parts of Auckland, including Urban North where densities average 37MECs/ha. That indicates potential for more efficient use of BLIZ land, and increased intensity of use.

3.2 North-west industrial land supply

A small proportion of Whenuapai is already live zoned, focussed around the existing local centre on Brigham Creek Rd. A significant area of industrial zoned land is proposed, although remains FUZ, while awaiting a decision on plan changes in the area.

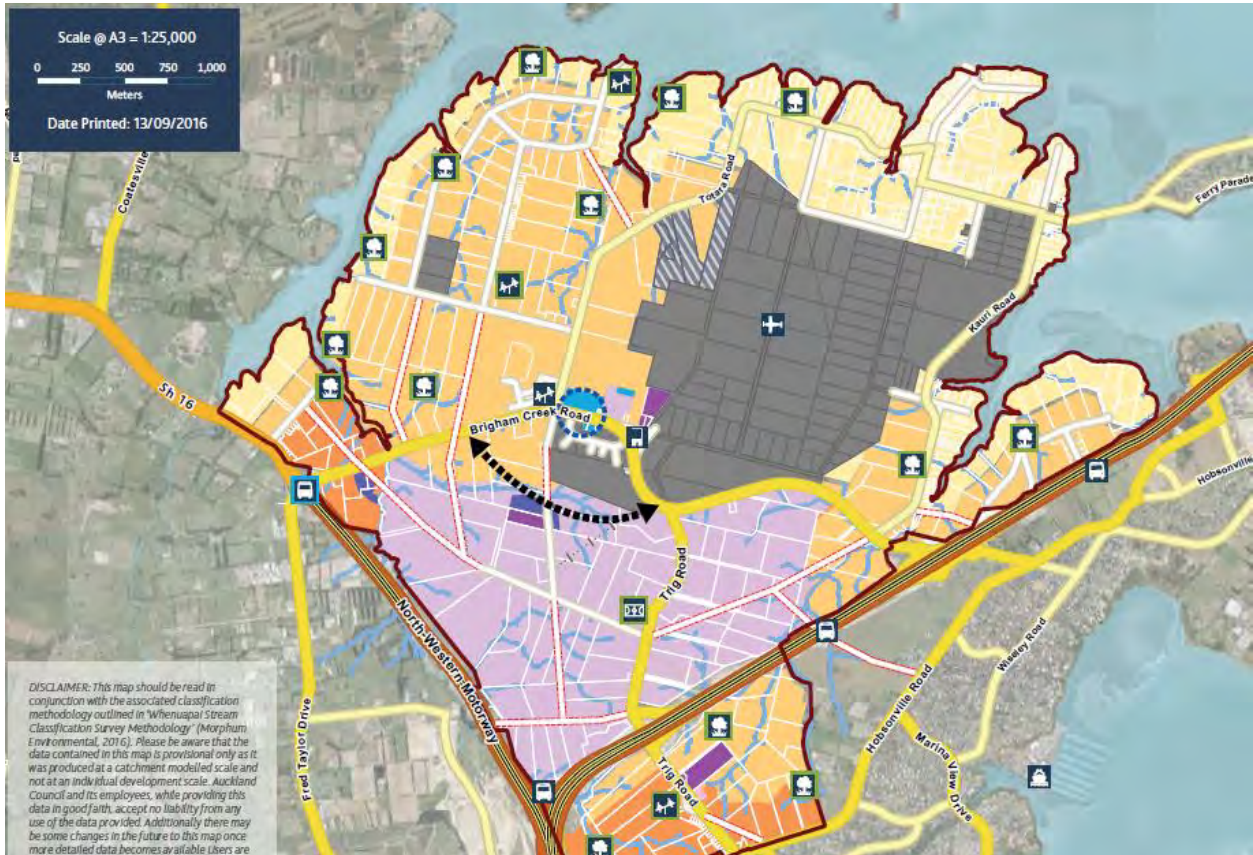
3.2.1 Whenuapai Structure Plan (2016)

The Whenuapai Structure Plan (“WSP”) covers approximately 1,500ha of land north of SH18, and east of SH16. Over 300ha of that area was identified to become Business – Light Industry zone (“BLIZ”), in recognition of the suitability of the area to industrial uses, and the need to provide a significant business

⁷ Only taking into account larger parcels of more than 3ha, which accounts for the majority of vacant land and more accurately reflects true development capacity, as smaller vacant parcels are often development constrained.

land location in the north-west, both to contribute to regional industrial land supply and to provide local employment opportunities.

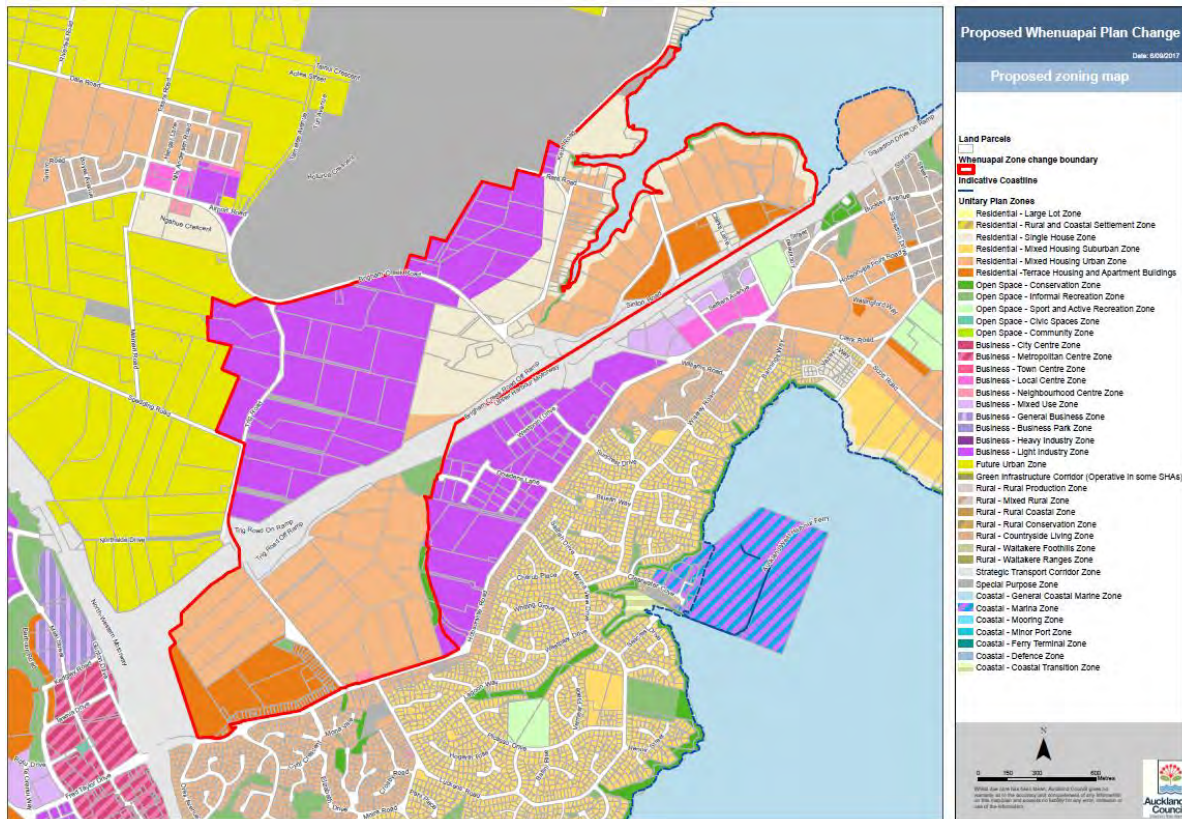
Figure 3.1: Whenuapai Structure Plan map (September 2016)



3.2.2 Proposed Plan Change 5 (Whenuapai)

Plan Change 5 proposes to rezone 124ha of FUZ to BLIZ, located in the area south of the Whenuapai Airbase. While PC5 differed from the WSP's proposed BLIZ location and extent, the total quantum proposed by PC5 was generally consistent with the WSP.

Figure 3.2: PC5 proposed zoning map



3.2.3 Spedding Road Plan Change

This Plan Change has been lodged but is yet to be publicly notified. The Plan Change proposes to rezone 52ha of FUZ to BLIZ, to the west of the PC5 area, and is generally consistent with the WSP's land use zones.

3.2.4 Other industrial areas in Whenuapai

Additional industrial land that was identified in the WSP remains as FUZ, including the area immediately east of SH16. Still more BLIZ (c.40ha) is likely to the north of Westgate, adjacent to the live zoned BLIZ and between Fred Taylor Drive and SH16 (Redhills North). However, recent developments indicate that much of that block may instead be developed for higher density residential zones, to leverage off a potential public transport stop there. If residential is preferred in most of the area, the industrial zoned part of the block may be around 13ha (rather than 40ha).

Even if the industrial zoned component of the 40ha Redhills North block is only around 13ha, and there is a significant supply proposed in Whenuapai, there is still much to recommend Redhills North for industrial land, and might be considered a higher priority for industrial zoning than the Kumeu (Access Rd) area (next to the Kumeu Film Studios), by virtue of the Redhills North's area's location adjacent the Whenuapai industrial area, and closer proximity to urban Auckland.

3.2.5 Access Road industrial area (Kumeu)

The Auckland Plan Development Strategy (Figure 1.1) indicated nearly 100ha of business land in Kumeu/Huapai, in between Access and Nobilo Roads, and adjacent to the existing BLIZ zone. Given the amount of BLIZ proposed in Whenuapai, not all that 100ha may be required, and it may be appropriate for any expansion of the existing BLIZ zone adjacent to the Film Studios to be smaller than 100ha (say 50ha, likely influenced by any logical boundary to the area).

Parts of the 100ha not used for BLIZ would then likely be used for residential instead, increasing dwelling capacity over the levels assumed for the retail/centres assessment above. That additional dwelling capacity would not materially alter the conclusions of the centres assessment above, and that area would be close enough to the live-zoned neighbourhood centre on Schoolside Rd that additional neighbourhood centre supply would not be needed on Access Road.

The Kumeu/Huapai Centre Plan (2017)⁸ proposed that the existing 20ha of BLIZ in Kumeu that is north of SH16 would transition to commercial and residential uses once additional BLIZ is made available in Kumeu/Huapai. That would have the effect then that 20ha of the 100ha proposed in the Auckland Plan Development Strategy would accommodate transferred rather than new industrial activities. If, as discussed above, say 50ha (instead of 100ha) of additional BLIZ were to be zoned along Access Rd, and 20ha of that were accommodating transferred industrial activities, the effect would be the net addition of 30ha of BLIZ land.

3.2.6 North-west industrial land summary

Although the zoning of industrial land in Whenuapai is at various stages of progress, the strong guidance given by the WSP and willingness to propose industrial zonings consistent with the WSP indicate that there is very likely to be a significant quantity of BLIZ land in Whenuapai. In total a reasonable indication of the area that might become BLIZ would be in the order of nearly 380ha, comprised of 124ha in PC5, 165ha at Spedding Rd, c.50ha between the Spedding Road block and SH16, and 40ha at Redhills North (north of Westgate).

While our assessment indicates no significant demand for additional BLIZ land in the North West, the area identified in the Development Strategy (along Access Rd) is an appropriate location for BLIZ land. We understand one reason for indicating business uses for that land was that there are some issues around contaminated land that might make it difficult to develop for other uses, particularly residential. If there are contamination issues BLIZ may well be the most appropriate zone on that land. Providing for additional industrial land in this location would mainly have positive effects such as providing more choice to the market, lowering land values due to significant supply, allowing for potential expansion of the successful Kumeu Film Studios and providing a location for employment in an already established place that could help to provide and retain local jobs to the community. There are few downsides to providing more industrial land that is required, although inefficient use of that land due to a lack of demand and corresponding lack of development is one downside.

⁸ <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/place-based-plans/Documents/kumeu-huapai-centre-plan.pdf>



4 Non-industrial business land

In addition to BLIZ land, there is also Business - Mixed Use zone (“BMUZ”) and Business General Business zone (“BGBZ”) around the periphery of the Westgate metropolitan centre. The 11ha of BMUZ and similar amount of BGBZ, together with the large amount of metropolitan centre space in the Westgate centre, provides a large quantum of business land of various types that will support a large employment base across a broad range of economic sectors. The close proximity of these zones and the Westgate centre to the NW FUZ, means that there will not need to be provision for non-industrial business land such as BMUZ or BGBZ in the NWFUZ areas.

5 Conclusion

This assessment concludes that there will be demand for additional centres in the NW FUZ to adequately provide for the needs of the future population. That population is projected to increase significantly over the next three decades, and would support:

- An expansion of the exiting Kumeu town centre from its current 11,800m² GFA to nearly 24,000m² GFA by the time the FUZ is fully developed.
- The development of one local centre in the south-western part of Kumeu/Huapai of 6,000-7,000m² GFA.
- The development of two additional neighbourhood centres in Kumeu/Huapai of 500-1,000m² GFA in each location, one in the north-west and one in the east of the Kumeu/Huapai FUZ.
- An expansion of the Riverhead local centre to around 3,500m² GFA.
- A new Riverhead neighbourhood centre of 500-1,000m² of GFA in the southern part of the FUZ (close to Hallertau).
- Two new neighbourhood centres of 500-1,000m² GFA each in Redhills North, with one at the southern boundary to also service demand from the live-zoned residential areas in Redhills, and the other two to provide for both households in Redhills North and the BLIZ east of Fred Taylor Drive.

Figure 5.1: Summary of future centre space required in NW FUZ

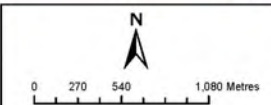
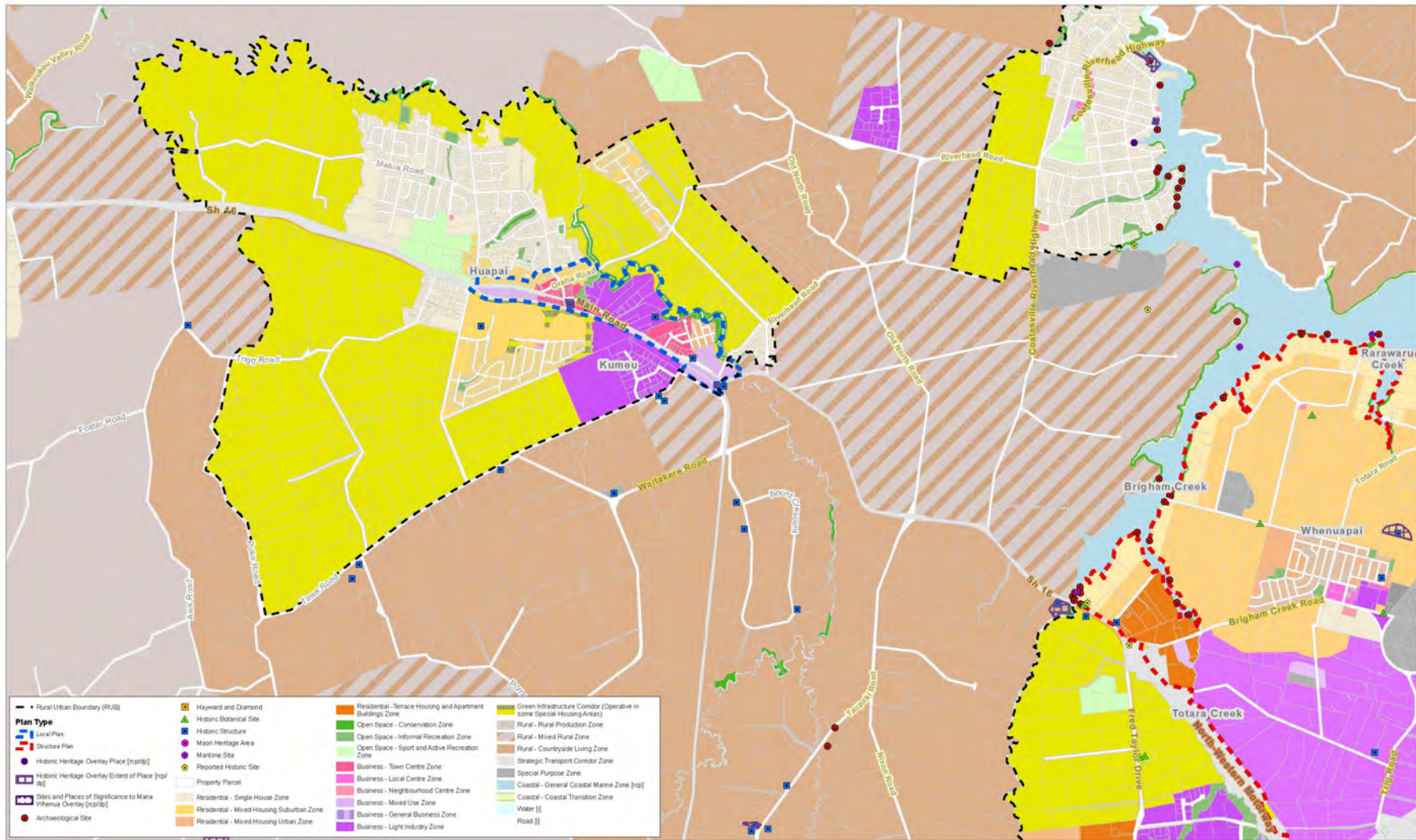
Centre	Current supply	Extra GFA needed	Total GFA	Centres zoned	Extra centres needed
Town centre					
Kumeu/Huapai TC	11,830	12,140	23,970	1	0
Local centres					
Kumeu/Huapai	-	6,480	6,480	0	2
Riverhead	1,850	1,630	3,480	1	0
Redhills North	-	-	-	0	0
Neighbourhood centres					
Kumeu/Huapai	-	2,800	2,800	2	2
Riverhead	-	670	670	0	1
Redhills North	-	2,320	2,320	0	2

Some new BLIZ land could be provided both adjacent to the existing Kumeu BLIZ along Access Rd and the existing BLIZ at Redhills North, as indicated in Council's Development Strategy. Although BLIZ in those areas would not be required from a supply perspective, given the significant BLIZ land areas proposed to be provided in and around Whenuapai, both have characteristics that recommend them as being suitable for BLIZ. The Redhills North land may be slightly more suited than the Access Rd block in Kumeu, given proximity to urban Auckland and the large (future) Whenuapai BLIZ, however the Access Rd block offers



the opportunity to accommodate BLIZ activities currently located along SH16 near the town centre zones, and hence to free land there up for higher amenity, more centre-type uses (e.g. retail and commercial).

Appendix 4 – Constraints maps

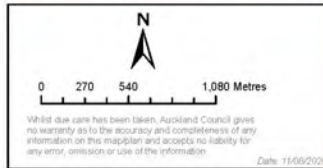
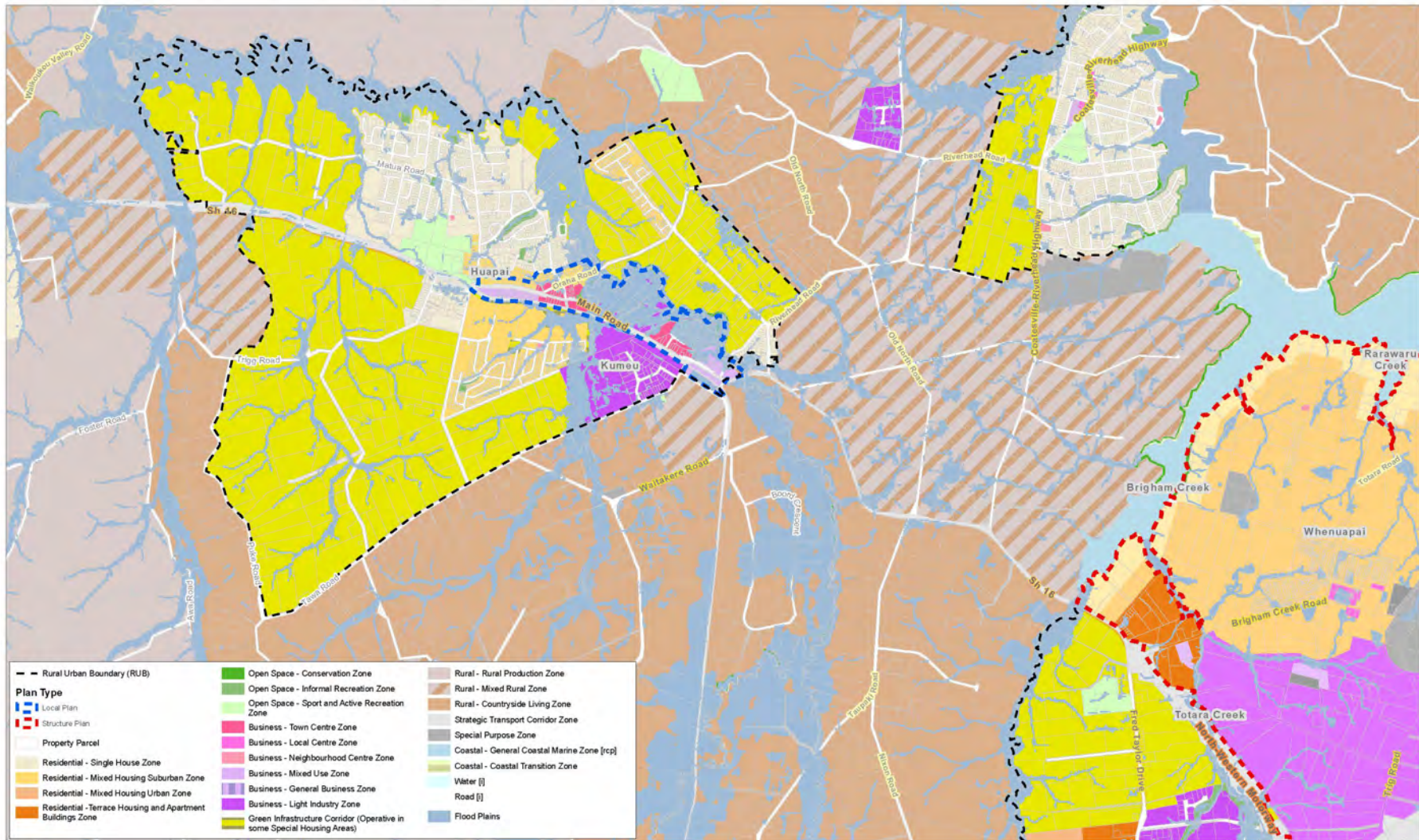


Strategic Land Use Framework - North West Natural Heritage



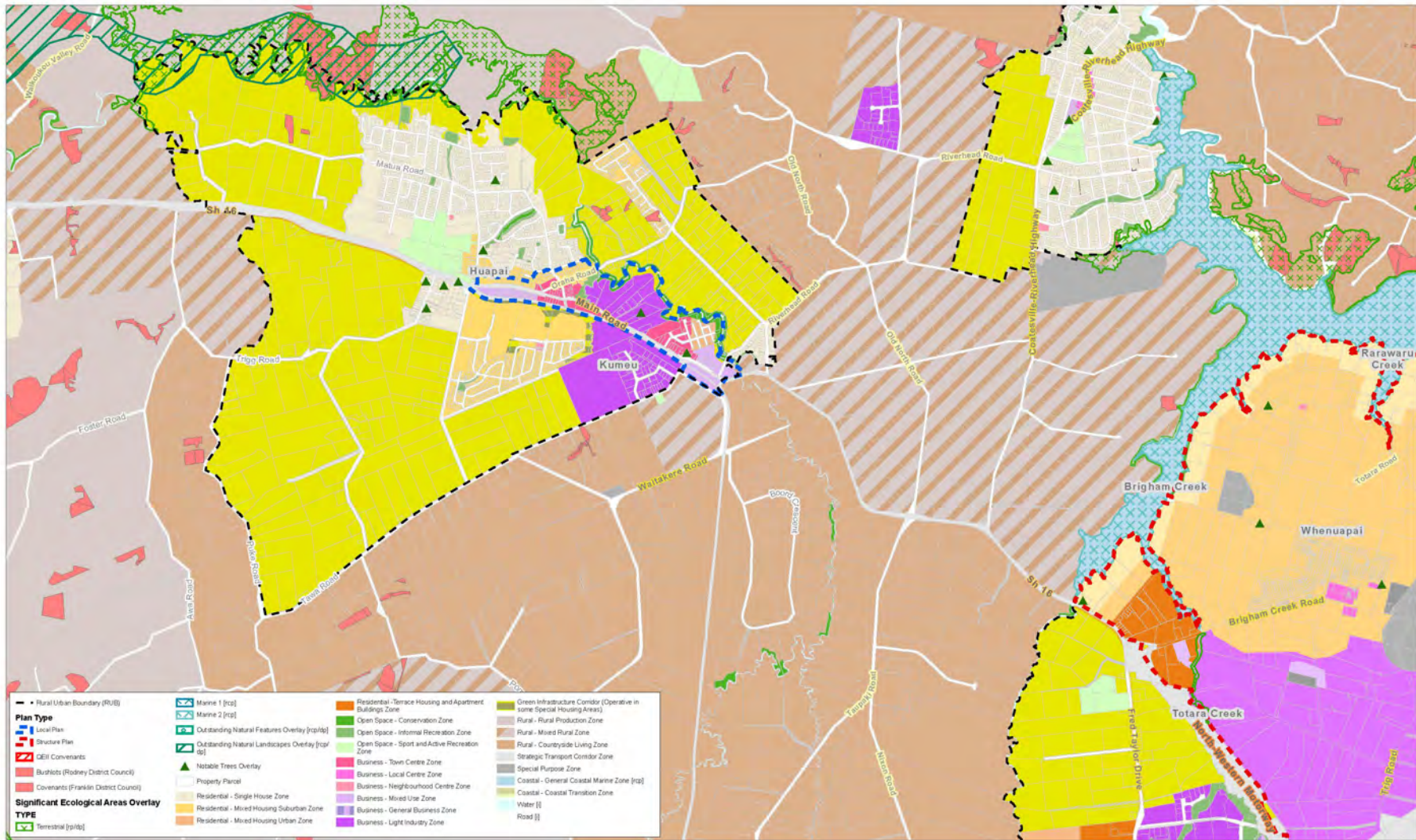
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Date: 13/06/2020



Strategic Land Use Framework - North West Flood Plain



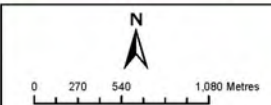
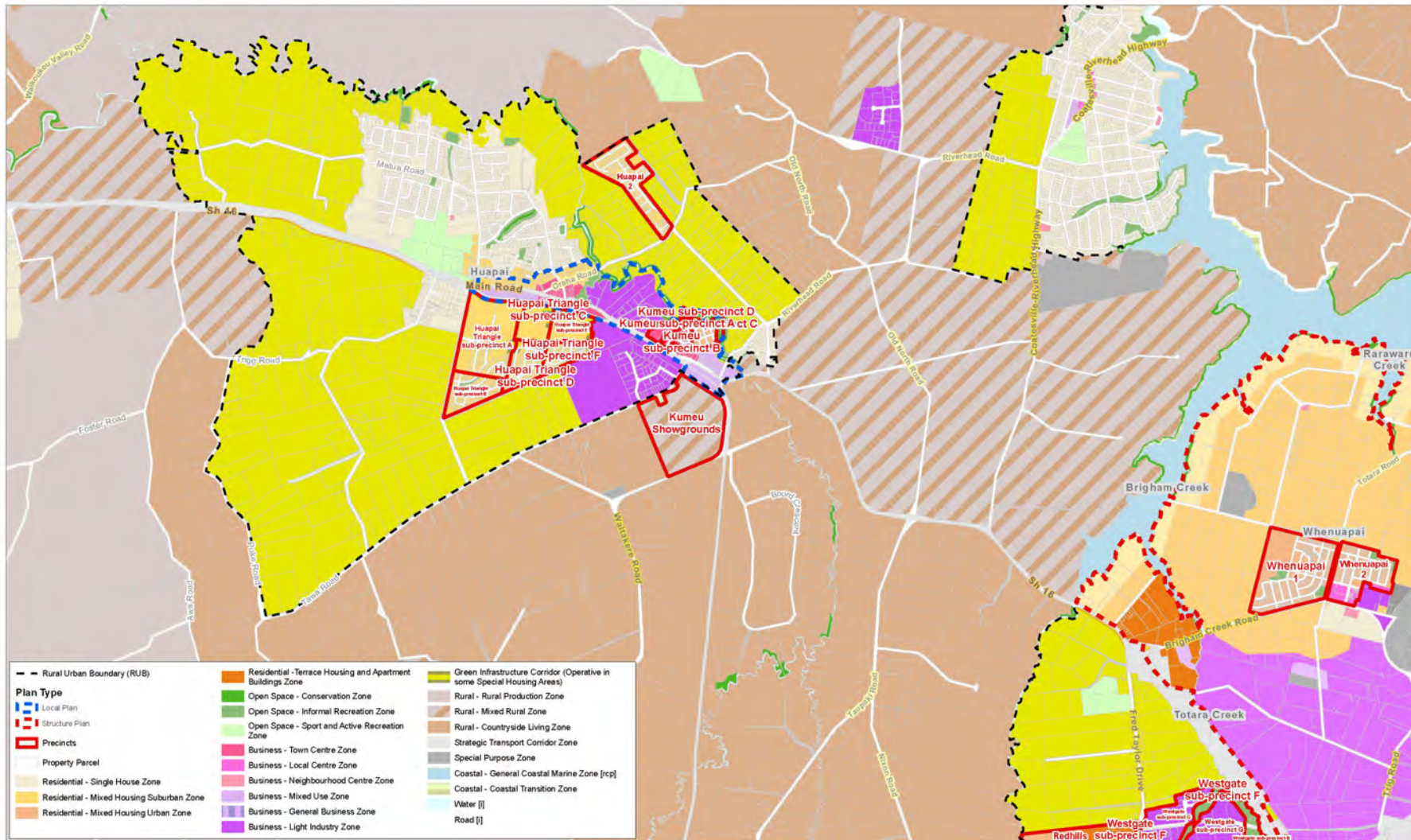


0 270 540 1,080 Metres

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Strategic Land Use Framework - North West Natural Heritage

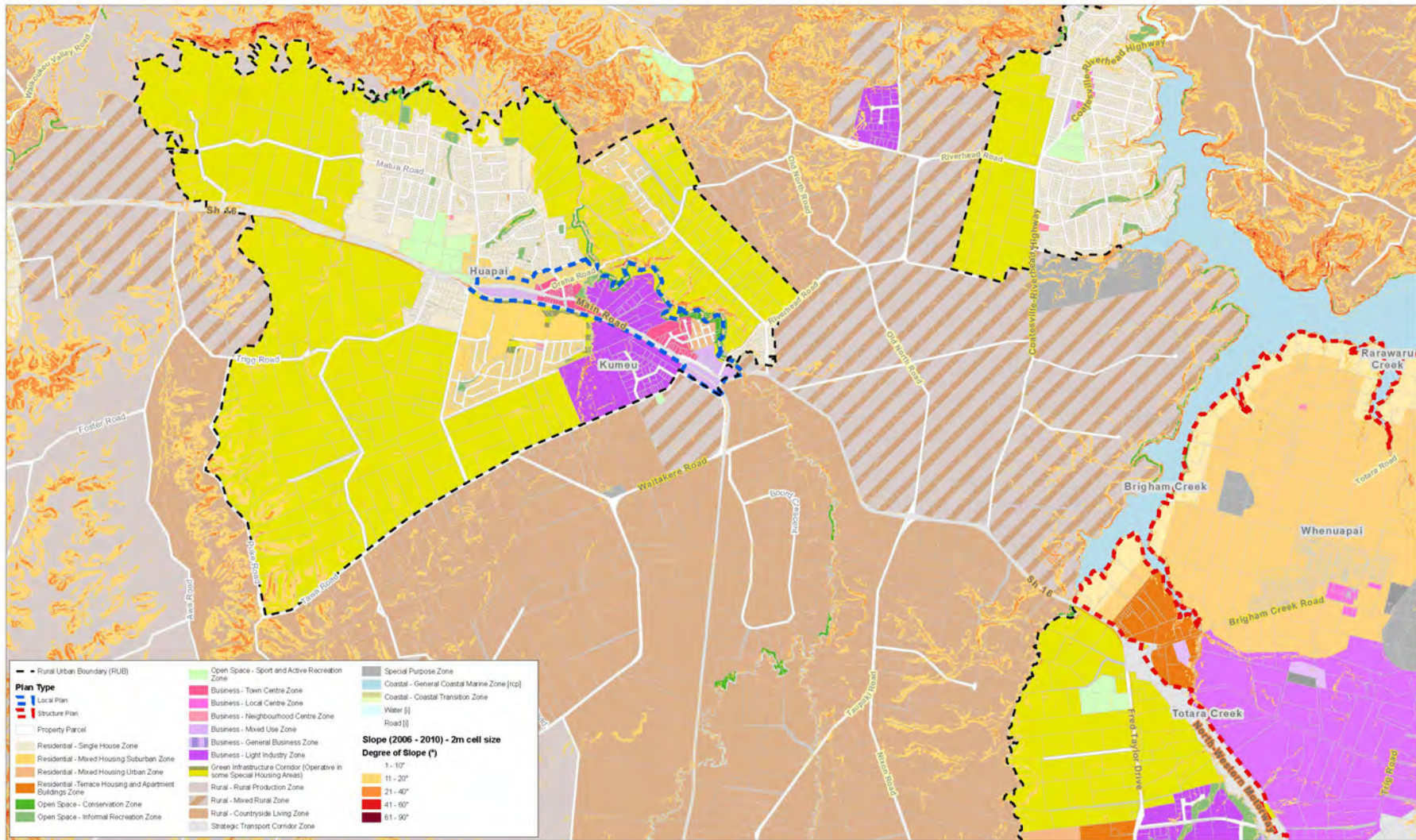
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Strategic Land Use Framework - North West Precincts





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Strategic Land Use Framework - North West

Degree of Slope (°)

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