**Date:** Thursday 20 June 2019  
**Time:** 3.30pm  
**Meeting Room:** Council Chamber  
**Venue:** Orewa Service Centre  
50 Centreway Road  
Orewa

### Rodney Local Board Transport, Infrastructure and Environment Committee

**OPEN MINUTE ITEM ATTACHMENTS**

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**Note:** The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
**Attachment A**

**Item 8.2**

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**Peter Raikes’ Site**

Address: 46 Prictor Road, Wellsford

Total area: 6.86ha

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**Potential Rezoning Area:**

Address: 11, 16-18, 24, 31, 34, 41 & 46 Prictor Road, 30 & 38 Davies Road, and 83 Port Albert Road, Wellsford

Total area: 35.48ha
**Existing Services**

**Water**
- Connections to 50mm pipe along Prictor Road
- Connections to 50mm pipe along Davies Road

**Stormwater**
- Connections to 225mm pipe along Prictor Road
- Connections to 225mm pipe at Davies Road in north-eastern part of subject area

**Wastewater**
- Currently no wastewater network along Prictor Road.
- Existing connections to 100-150mm pipes along Davies Road in south-eastern part of subject area.
Walkable Catchment

Based on a 10 minute / 800m walkable catchment as set out in the Auckland Plan 2050

Zoning comparison

- Large Lot Zone - 4,000m² sites
- Single House Zone with Overlay for 1,500m² sites
- Current Zone (Rural Countryside Living) - 2ha sites without TRSS subdivision
## Comparison of potential yields

<table>
<thead>
<tr>
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<th>Current Zoning (Rural Countryside Living Zone)</th>
<th>Large Lot Zone</th>
<th>Single House Zone with Overlay</th>
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<tbody>
<tr>
<td><strong>Total site area</strong></td>
<td></td>
<td>35.48ha</td>
<td></td>
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<tr>
<td><strong>Minimum site size</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 2ha</td>
<td></td>
<td>4,000m²</td>
<td>1,500m²</td>
</tr>
<tr>
<td>• 8,000m²</td>
<td>(with a minimum average of 1ha) for transferable rural site subdivision (TRSS)</td>
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<tr>
<td><strong>Potential number of sites (indicative)</strong></td>
<td></td>
<td>70*</td>
<td>189*</td>
</tr>
<tr>
<td>• 17</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 28 for TRSS*</td>
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</tbody>
</table>

*Based on 80% usable site area, with 20% of area for roading etc. and subject to engineering assessment of land suitability for building platforms.
Attachment A

1,500m² sites

- 27 Residential Lots
- 2 Reserve Lots
- 1 Access Lot
4,000m² sites

- 12 Residential Lots
- 1 Reserve Lot
- 1 Access Lot
Submission to Rodney Local Board - Residential Growth Opportunity for Wellsford

20/6/19

Good Afternoon All

Background

Thank you for the opportunity to speak today. My name is Peter Raikes of Hastings, a farmer by vocation. My link with Wellsford is that my daughter and son in law Gerald and Clara Person live in the town with our two little grandchildren. My wife and I have helped them to become owners of 6.8 hectares of land at 46 Prictor Rd near Port Albert Rd on the perimeter of Wellsford township. They bought this land to build a house for their family and to subdivide some sections off for sale.

I have a colleague, Russell Don of Wellsford who has nearby land adjacent to Davis Rd. Russell’s block and my son in law’s land are presently zoned Countryside Living and limited to 2ha minimum lot size. He joins me in this appeal to the Local Board to hear our case for Council to look positively at higher density subdivisions.

Before proceeding further, I must emphasise that I am not an out of town developer seeking to promote projects because of a motive for personal gain. In fact, I don’t have personal gain in mind at all. Our project, if it is ultimately accepted by Council, will be for the benefit of others (including the Wellsford community).

As well, I want to emphasise that it’s inappropriate for a person from Hastings to come to a venue like this and go on at length about the best thing for Wellsford and what it needs. You are all from this area and know far more than I do about the local situation and the future needs of the district. Having said that I have visited the township many times to see our family and have made observations that I thought might be useful to mention at this time. I trust it’s OK to mention these.

Matter of Submission

For many years my son in law has often told me how difficult it has been to buy a reasonable sized section in Wellsford. In fact, some of his brothers have had to buy land outside the town and pay large sums for building plots that are way bigger than what they need. This puts significant pressure on households by way of large mortgages - these are people that have working jobs to earn a living (i.e. are not wealthy individuals). And as we well know, affordable housing is rightly an issue very prominent in the mind of Government at the present time. Why should it be so hard for the average Kiwi to buy a section at a reasonable price to build a house on? Section prices of 4 to 500K in some cities for tiny sections (500m2) that have no room for kids to play on are simply unfair for our young householders trying to start out and make a way in life. For many it’s an impossible dream to purchase a reasonable priced section and build a home - either they take on a huge daunting mortgage or resign to renting a house for the rest of their life. Surely it shouldn’t be like this in New Zealand, such a country of opportunity?

I respectfully suggest to you that District Councillors have a major role to play in increasing land availability for sections and providing for the public good in this regard. They can help reduce the pressure on land supply which will reflect in more realistic prices for sections. Our plea today is that Council will look to become positive and enthusiastic enablers of worthy projects such as these.

Please could you also consider the following: - Surely, the Countryside Living Zoning restrictions of 2ha minimum could not be conducive at all to efficient use of land adjacent to town? If 46 Prictor Rd
Is cut up in that way as the rules permit, it is certain that the farmland won’t be put to highly profitable use. Typically, it isn’t so on lifestyle block sized holdings. Whereas, with medium density housing, the scenario is the opposite, each additional homeowner is a ratepayer and a vital contributor to the local economy.

I fully endorse Shane Hartley’s comments regarding the fact that Wellsford, because of topography, can’t just expand out onto every piece of the land available. The steepness of some terrain won’t allow this, and soil type is also an issue. I have been told on good authority that much of the land currently zoned future urban would very challenging to develop. But 46 Prictor Rd Is on a gentle slope that will be easy to efficiently develop into 1500m² lots. And it’s so close to the town boundary. Please note, Russell Don’s land is right on the town boundary.

We are all aware of the exciting project of the extension of the Northern motorway to Warkworth that will in time, come past Wellsford. But have we considered the possibility of what may happen when the motorway does come? It will bypass the town and the 10,000 plus vehicles per day that pass through will drop off dramatically. What will happen to all the businesses in town who rely on the through traffic? I am sure we all wouldn’t want Wellsford to become an economic backwater.

Surely, forethought is needed well before the highway is built, and as an out of town observer I respectfully submit this to you. Wellsford must grow exponentially itself to become a self-sustaining township. Population is needed, houses need to be provided along with companies relocating businesses there. You may be interested that my son in law has hopes to one day purchase a business to operate in Wellsford which will provide employment. The proceeds of section sales would help pay for the business purchase.

And last but not least, no doubt you would all agree, the concept of decentralisation and self-contained satellite suburbs such as Wellsford is surely sound and so workable. Every time I come up to Auckland and spend a lot of time waiting in traffic bottlenecks caused by the vast concentration of an increasing population, I feel confirmed that this is so.

We are about to approach Council Planners to hopefully further the residential development proposals. We trust that the board will today, as a result of our submission, see merit in what we are trying to achieve. We appeal to you that you will lend support to us in the days ahead. What we will ask Council for is a special dispensation to revise the planning strategy to enable progress and action which is greatly needed to relieve the housing affordability crisis. And as an added incentive to Council, we sincerely believe that Prictor Rd can be developed into a multi section residential location without needing any expenditure for infrastructure by Council. Wastewater, potable water and stormwater services can all be provided by the developer. We also sincerely believe the sections will be very affordable for the general public.

So we say......... Why not?....... Please can you help us?

Many Thanks

Peter Raikes

For Gerald and Clara Person, and Russel Don of Wellsford
Snells Beach to Warkworth Walkway/Cycleway
Hamatana to Grange

- Obtained Landowner permission
Attachment A

Item 8.1

Hamatanga to Cרגג

- 388 Volunteer hours expended
- Site tidy up complete for winter
- Track cut and boardwalk completed
- Construction commenced late April
- Resource consent obtained early April
- Local Board funding approved
- Obtained Landowner permission
Looking Forward

- Local Board provided Planning Budget
- Tender for Professional Services released
- 2018/2019 Regional Historic Heritage Grant Approved for Lime Kilns near Warkworth
- Some alternate routes no longer feasible due to Kauri Dieback
- Investigation on progressing Snells Beach connections
- Thanks to Rodney Local Board and to Council Officers
Rodney Transport Targeted Rate

"To date, approximately $4.17m of the targeted rate has been collected and expenditure approximately $1\times1,000,000."

(RLB Open Agenda 21 Feb 2019)

Rodney Local Board (RLB) ... a targeted rate to accelerate investment in the passenger transport services in the Rodney Local area.

We see it as imperative that public transport connections are provided to points along the Greenways, connections to create loops and make the Greenways more accessible.