STATION M

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Introducing Station M

STATION M - 21 MANAPAU STREET, MEADOWBANK
LAND-USE ECONOMICS PRECEDENT STUDY

- **Infill Residential Development**
- Vacant residentially zoned land valued at 3.55 million (Auckland Council, n.d.)
- Originally planned at 8 storeys and 40 units (sedub, 2023)
- Current plan of 5 storeys and 14 units (Ockham Residential, 2024a)
- Proximity to:
  - Meadowbank Train Station
  - Parks
  - Schools
  - Orakei Bay Village

  (Ockham Residential, 2024a)


(Ockham Residential, 2024c)

Global and National Influences

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Global	National
High Immigration Levels to New Zealand (Statistics New Zealand, 2024)	Accumulation of capital in urban land markets (Bahmanteymouri, 2019)
High Level of Settlement in Auckland (Stuff, 2023)	High OCR rate to reduce spending being eased (Zaki, 2024)
Global supply chain disruption leading to increased building supply cost (Ministry of Business, Innovation & Employment, 2022)	Investment in rail infrastructure in recent decades (Auckland Transport, n.d.; City Rail Link, n.d.; KiwiRail, n.d.)
Carbon emission reduction policies promoting more compact urban form (Auckland Council, 2020)	Amalgamation of Auckland Council's leading to up-zoning through AUP (Our Auckland, 2024)
Global inflation leading to price pressures (Euromonitor International, 2024)	Desire to increase development capacity by Central Government through NPS-UD (New Zealand Government, 2022)
Foreign buyer ban (Smith, 2023)	Desire to utilise existing infrastructure through intensification (Auckland Council, 2020)


(Lange, 2010)

Land Use Variables

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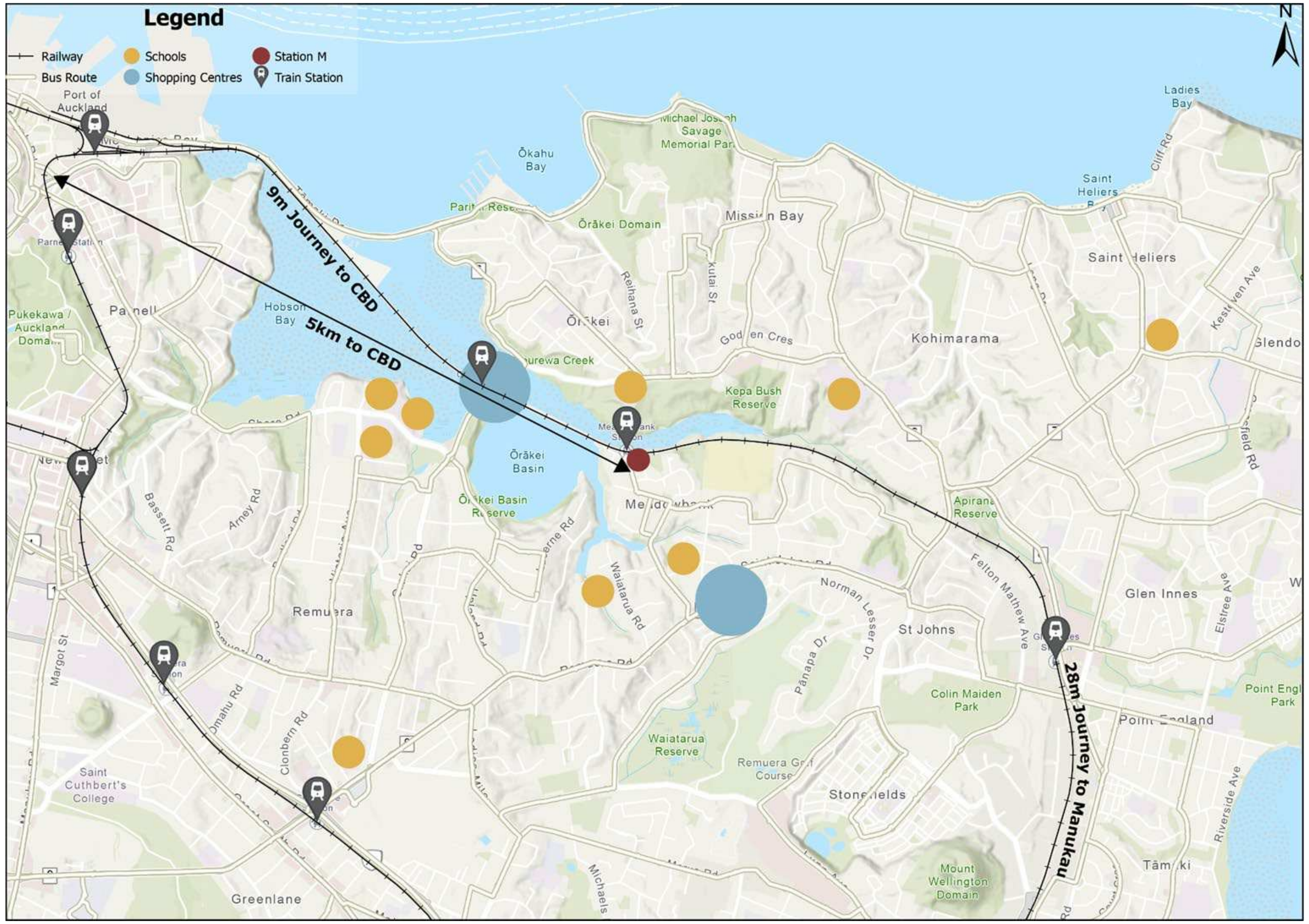
- 5kms from the CBD.
- High accessibility to CBD, Manukau, Remuera & Newmarket through public transportation.
- High access to schools, parks and shopping centres.
- No infrastructure constraints (Auckland Council, 2022).
- Land value of 3.55 million (Auckland Council, n.d.)
- High cost of land (due to high accessibility & amenities) & construction.
- Upzoning from Mixed Housing Urban Zone to Terrace Housing & Apartment Buildings Zone through NPS-UD in progress, but not finalized (Auckland Council, 2022).



Local Context

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The area is currently a mixed housing urban zone (soon to be rezoned). Allows for medium density developments around rapid transit stations with limited or no public notification.

Some local residents were upset. A petition was started to try to stop the development.

Developer is not concerned; says the petition is from "*an older wealth generation and they need to be ignored, primarily because their objections have no standing in policy or law*".

Urgent action required. Consent is currently pending for an 8-storey, 40 unit apartment block in Meadowbank at 21 Manapau St. 265 days ago

Simon from Meadowbank

Our Community is at Stake! Sign the Petition to Stop the High-Rise!

Friends and neighbours,
Our beloved community is facing a significant threat: the proposed construction of an 8-story, 40-unit apartment block that would dwarf our two-story homes and forever alter the character of our neighborhood.

This project is more than just bricks and mortar; it represents the potential loss of our shared history, our sense of community, and the friendly, familiar environment we cherish. Imagine the children's laughter replaced by traffic noise, the friendly faces replaced by strangers, and the sunlight replaced by the imposing shadow of a concrete giant.

We can't let this happen!

By signing the petition below, you will join your fellow residents in demanding a public notification process for this project. This crucial step will ensure that all voices are heard and the potential impact on our community is thoroughly considered before any decisions are made.

Impacts of Drivers & Final Outcome

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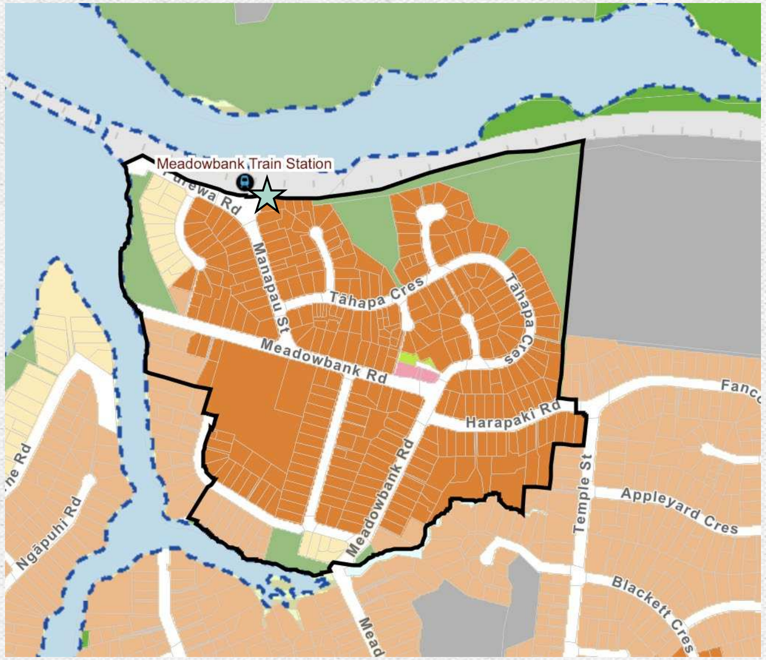
Drivers of Station M

- Plan Change 78 (PC78)
- Proximity to Meadowbank Station
- City Rail Link upgrades. The local station will have eight trains per hour at peak times



Zoning change post-PC78.

- Location of Station M

Original design before reduction in size.

This development is a great example of where to place a modern, medium density residential development. It is directly next to rapid transport and is a 5-minute bus ride to the town centre. Station M even includes secure bike parking. Unfortunately, this development was decreased in size because of the delay to the implementation of PC78 and public backlash.

Positive Outcomes

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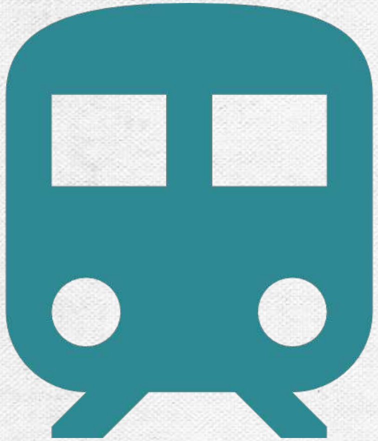
Increase in housing stock in the area

Encourages further development of medium- to high-density residential developments in the area



Increased number of people within walking distance to fast public transport (accessibility)

Negative Outcomes

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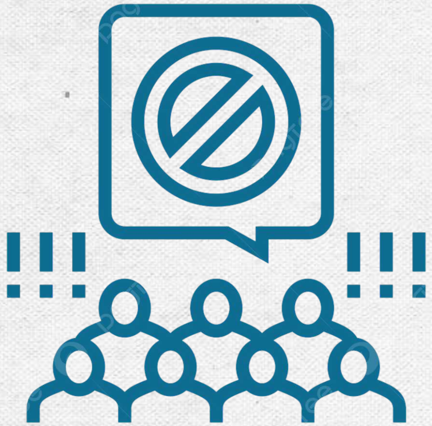
Station M's housing stock sold at market rate; no inclusionary/affordable housing



Backlash from vocal locals; perceived threat towards idealized low-density way of living

Subsequent downsizing of scale of Station M's development due to pressure from locals

Conclusion

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Planners must be able to balance housing affordability and market pressures, as well as other financial costs (e.g. for construction and land acquisition)

Vocal opposition from local residents, especially in higher-density infill developments, can have negative impacts

Intensification expected in Plan Change 78 should be allowed in the interim while PC78's details are finalized

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