

**Before Independent Hearing Commissioners  
In Ngāruawāhia**

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Under the Resource Management Act 1991

In the matter of of a submission by NZ Transport Agency (Waka Kotahi)  
(submitter 742, further submitter 1202) on the Proposed  
Waikato District Plan

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**Statement of evidence of Michael Wood for Waka Kotahi (Planning)**

10 March 2021

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## **1 Qualifications and experience**

- 1.1 My full name is Michael Blain Wood. I am a Principal Planning Advisor with Waka Kotahi where I have been employed since June 2014.
- 1.2 I hold a Masters' in Resource and Environmental Planning (MRP) from Massey University in 2001. I am a full member of the New Zealand Planning Institute. I have 18 years' planning experience both within the public and private sector.
- 1.3 My key responsibilities at Waka Kotahi include working with local councils on district plan reviews and plan changes, assessing land use development applications and contributing to business cases for capital works.
- 1.4 I am also involved in the delivery of the Waka Kotahi capital works programme through the statutory consenting process. This involves stakeholder engagement and reviewing notices of requirement and resource consents prepared on behalf of Waka Kotahi.
- 1.5 In relation to the Proposed Waikato District Plan (PWDP), I am project managing the Waka Kotahi overall response to the Plan; this has included providing evidence and/or supporting consultants at a number of earlier hearings.
- 1.6 I have authority to give evidence on behalf of Waka Kotahi.

## **2 Code of conduct**

- 2.1 While I acknowledge that I am an employee of Waka Kotahi, I have read and am familiar with the Code of Conduct for Expert Witnesses in the current Environment Court Practice Note (2014). I have complied with it in the preparation of this statement of evidence. I also confirm that the matters addressed in this statement are within my area of expertise, except where I rely on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

## **3 Scope of evidence**

- 3.1 My evidence addresses the following:
  - a Waka Kotahi's submissions and approach to rezoning requests;
  - b Responses to rezoning requests for the following geographical areas
    - Tuakau;

- Pokeno;
- Ta Ta Valley;
- Huntly;
- Kimihia Lakes
- Te Kowhai, Horotiu, Ngaruawahia and Taupiri; and
- Rest of District.

3.2 Mr Swears, traffic expert for Waka Kotahi, has reviewed the Integrated Transport Assessments ('ITAs') provided by the relevant submitters from a technical traffic engineering perspective in order to inform my planning evidence. Mr Swears is not providing a statement of evidence.

#### **4 Summary of evidence**

4.1 My evidence focusses on the requests for rezoning in the geographical areas identified under paragraph 3.1. Since Waka Kotahi's submissions were lodged, I have sought to focus on the key question of whether any of these rezoning requests present a fatal flaw (particularly in relation to the integration of land use and transport) which would preclude these areas from being rezoned. In summary, as a result of this analysis, I conclude that:

- a. There are a number of rezoning requests that Waka Kotahi no longer opposes based on the further information provided on transport matters and/or the rezoning is broadly consistent with the Waikato Regional Policy Statement (WRPS) and Future Proof settlement pattern.
- b. The rezoning requests that Waka Kotahi continues to oppose are those where insufficient technical information (or no information) has been provided to support the request. In addition, in some cases the proposal represents a clear departure from the WRPS and Future Proof settlement pattern.

4.2 From a planning perspective, I agree with Waka Kotahi's position set out in paragraphs (a) and (b) above for the reasons set out in my evidence below.

4.3 Because the Waikato District Council (the Council) has not released the s 42A reports for these geographical areas, I do not know at the current time Council's position on the scale of rezoning that may be appropriate (or if at all) in these areas. While I do not expect my position to change markedly as a result of the

s42A reports, I reserve the right to revisit my position should these reports identify additional issues relating to transport and land use integration that I had not previously considered. For example, the ability of the Council (or otherwise) to fund transport upgrades to service these rezoning requests is an important consideration as Waka Kotahi also has a co-funding role when it comes to local transport networks. From my review of the s 42A Framework, I do not get a sense of what local road improvements are required (and where they sit in the Council Long Term Plan process for funding) to service these rezoning requests.

## **5 Waka Kotahi submissions and approach to rezoning requests**

5.1 Waka Kotahi lodged a number of submissions and further submissions to specific rezoning requests. The approach taken by Waka Kotahi to rezoning requests was to generally oppose these where:

- a it was not apparent how the proposal would achieve an integrated planning approach to land use and the provision of infrastructure (transport);
- b the area proposed for future urbanisation was inconsistent with the approved settlement pattern for the Future Proof subregion as set out in the WRPS; and/or
- c the effects upon surrounding transport infrastructure from the rezoning had not been addressed.

5.2 The rezoning requests that Waka Kotahi opposed were spatially applied to sites where the proposal was large in scale; in close proximity to a state highway interchange and/or where the existing state highway access had existing safety concerns.

5.3 I have reviewed the s 42A Framework report and the planning and transport evidence (supporting these requests) in formulating my evidence. My evidence does not include an assessment against all of the policy provisions identified under the s 42A Framework report due to the timeframes involved in producing evidence. Unless otherwise stated, I consider that these rezoning requests are broadly consistent with the planning assessment-lens; in particular Lens 2 (higher order documents) as it relates to the WRPS and Future Proof settlement pattern. The WRPS policy provisions were one of the guiding documents when formulating the Waka Kotahi further submissions on these rezoning requests.

5.4 In relation to some of the submissions requesting rezoning, no additional technical information has been provided to support the rezoning requests. These

submissions are identified within my evidence. I am not aware if these submissions have been withdrawn. In the event that the full technical information is provided at the rebuttal stage I would be concerned that submitters like Waka Kotahi would have insufficient time to properly assess these before the hearing. I consider that any such requests to submit further information at this very late stage should either be rejected or submitters given additional time to consider any new evidence.

## 6 Tuakau

6.1 In relation to the Tuakau rezoning requests, Waka Kotahi opposed the following submissions:

Submitter	Relief Sought	Waka Kotahi Further Submission Point
682.1 (Buckland Country Living Zone)	Rezone 400 hectares to countryside living	FS1202.120
299.14 (2SEN Limited and Tuakau Estates Limited)	Amend zoning at 48 Dominion Road to Residential	FS1202.101
299.15 (2SEN Limited and Tuakau Estates Limited)	Amend zoning at 52 Dominion Road to Residential	FS1202.102
425.4 (Envirofert Limited)	Amend zoning at 74 Geraghtys Road from Rural to Residential	FS1202.112

6.2 In relation to submissions 299.14, 299.15, 425.4, these sites are located some distance from the state highway network, are not expected to have a significant effect on the network and therefore I have a 'neutral' position in relation to these rezoning requests.

6.3 However, my view is that there is also a broader issue as to the overall extent of live zoning that may arise from this process for Tuakau. Waka Kotahi's planning witness presented evidence at Hearing 3: Strategic Objectives Hearing, outlining their concern with the quantum of residential zoned land that had been live zoned at Tuakau (submission 742.14). Their opinion, which I supported, was that the approach was in direct contrast to the staging provisions that were developed as part of the Tuakau Structure Plan (2014). The importance of staging development at Tuakau is noted under 4.6 of the Structure Plan –

*“ In order to achieve a co-ordinated approach to the development of Tuakau, a three staged approach is provided for - see Figures 17, 18 and 19. This staged approach will enable new development to be aligned with the installation of supporting road and stormwater infrastructure, water and wastewater services, power and telecommunications, as well as the establishment of new parks and reserves required to meet the needs of new residents”.*

6.4 In addition, under paragraph 4.6 of the Tuakau Structure Plan it is further noted that the later stages of development at Tuakau will *“only be released for detailed planning and development when the previous stage achieves a 70% developed level”*. I accept that the NPS on Urban Development places a greater onus on the Council to provide a greater quantum of plan enabled, infrastructure ready and feasible supply. However, given the clear directions of the Tuakau Structure Plan (which I understand Council still supports) around the staging approach and when further land should be released, the Council needs to consider the option of applying more Future Urban Zones for Tuakau to bring the zoning pattern back into line with the directions of the Tuakau Structure Plan. This approach would provide infrastructure providers like Waka Kotahi (who co-fund local transport networks) with a greater level of confidence that the necessary infrastructure can be staged and funded.

6.5 In relation to submission 682.1, I have a neutral position in relation to the effects of the rezoning on the state highway network.

6.6 While these sites are in the Waikato District and some distance from the state highway network, they would effectively result in the urban expansion of Pukekohe. Pukekohe was subject to an extensive structure planning exercise (Pukekohe-Paerata Structure Plan – 2019) in which the future transport networks were worked through. The implementation and funding of these networks is currently being progressed through the Supporting Growth Programme; Waka Kotahi, Auckland Transport and Auckland Council are partners to this programme. I consider that for this rezoning request to be considered further it

would need to be reassessed by the Supporting Growth partners on the implications for Pukekohe, including the transport networks. At the current time I am unaware whether Auckland Council and Auckland Transport have had input into this proposal. I consider any decision on this rezoning request would need to be informed by their input.

## 7 Pokeno

7.1 In relation to the Pokeno rezoning requests, Waka Kotahi opposed the following submissions:

<b>Submitter</b>	<b>Relief Sought</b>	<b>Waka Kotahi Further Submission Point</b>
89.1. (CSL Trust and Top End Properties)	Amend zoning at 179 and 205 Helenslee Road from a mixture of Countryside Living and Residential Zone.	FS1202.100
458.2 (David Lawrie)	Amend the existing Village and Rural Zones at 114 Dean Road Pokeno to Residential.	FS1202.113
458.2 (David Lawrie)	Amend the zoning from Rural to Residential at 126 Baird Road, Pokeno to Residential.	FS1202.119
524.35 (Anna Noakes)	Amend the zoning of the property at Lot 2 DP 17625, Pokeno from Rural Zone to Residential Zone (around 135 Potter Road).	FS1202.103
598.25 (Withers Family Trust)	Rezone from rural to Residential Zone (off Potter Road).	FS1202.117
668.1 (Clem and Alison Reeve)	Rezone from rural to Business zone at 243 Pokeno Road.	FS1202.118
696.1 (Parkmere Farms)	Amend the zoning of the properties in the area east of Pokeno, bounded by State Highway 2 to the north, Baird Road to the east, Avon Road to the south and State Highway 1 to the west from Rural Zone to Country Living Zone.	FS1202.121

862.1 (Havelock Village)	Amend the zoning at 88, 242 (in part) and 278 Bluff Road, Pokeno, to Residential Zone.	FS1202.107
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- 7.2 In relation to Submissions 458.2 (2), 524.35, 598.25 and 668.1 I am not aware of any further technical assessments (in particular Integrated Transport Assessments or Transport Assessments) or supporting s 32AA evaluation that has been lodged. I would expect that the technical information required to support these requests would need to be extensive and cover a range of technical disciplines; a point noted in the Hearing Panel’s 12 May Minute and Directions (paragraph 4). I am therefore unable at the current time to determine whether these rezoning requests would satisfy the various planning assessment lens identified in the s 42A Framework report or what the effects on the state highway network might be.
- 7.3 In addition, I note that submissions 458.2(2) seek extensive rezoning changes to Pokeno East. At the current time, access to and from Pokeno East is via two access points, Dean Road (along and under SH1) and Avon Road (along SH2). Given the limited connectivity to this part of Pokeno, I would expect an extensive structure planning exercise (with supporting technical information) would need to be undertaken before these submissions could be considered further. Again, it is not possible to determine what the effects of the proposed rezoning on the roading network would be.
- 7.4 On that basis I oppose the rezoning sought in submissions 458.2 (2), 524.35, 598.25 and 668.1.
- 7.5 In relation to submission 696.1, I have reviewed the planning and transport evidence on behalf of Parkmere Farms. I understand that the planning evidence supports a Future Urban Zoning (due to wastewater and water supply constraints) and/or Residential Zoning. The Residential Zone option is on the basis that Watercare or Waikato District Council advises that these services could be provided in an earlier timeframe.
- 7.6 In addition, to these water infrastructure constraints, I consider that the absence of confirmed funding for transportation infrastructure (local road improvements and state highway connections) also needs to be considered as part of the rezoning question. A large level of investment will be required to urbanise a roading network which is rural in nature. The upgrades required are noted in paragraph 23 of Mr Black’s evidence –



*“However, given the current rural nature of the roads and intersections, improvements and upgrades will be required to provide a safe road environment for all road users including pedestrians, cyclists and passenger transport services, as well as private motor vehicles”.*

7.7 At the current time, it is not clear from the evidence or the s 42A Framework report whether Council is considering a level of investment in roading infrastructure for this area in the foreseeable future.

7.8 One of the key considerations for Waka Kotahi in relation to this zoning proposal, is the safety of vehicles accessing the existing SH2/Avon Road intersection; in particular vehicles undertaking a right turn out from Avon Road across SH2. The traffic evidence acknowledges this in paragraph 30 –

*“The intersection of SH2 and Avon Road will require upgrading to a safer form of intersection. Based on my previous experience, this could include a formalised right turn bay, deceleration lanes and acceleration lanes”.*

7.9 Waka Kotahi has previously put forward a more comprehensive response to addressing access issues to and from the Avon Road/SH2 intersection (for the wider Pokeno East area) as part of the SH2 Pokeno to Mangatarata programme. This programme does not have confirmed funding at the current time. I understand that a solution could involve a bridge that would allow the local community to cross over SH2 and then access SH2 with a left turn from O’Leary Road. I consider that any further urbanisation of Pokeno East would require this level of intervention to provide a safer form of access. This is consistent with the Government’s increased emphasis/direction on road safety (see Road to Zero Strategy, 2019 and the Government Policy Statement on Land Transport 2021/2022-2030/2031 – Strategic Priority 1).

7.10 Given the level of transport infrastructure that is required and with no indication of funding availability, I do not support a Residential Zoning as requested in submission 696.1. In my experience, trying to resolve transportation infrastructure requirements and funding, especially when they are extensive, becomes very problematic and time consuming at the resource consent stage. In the alternative, I would be more supportive of a Future Urban Zone. However, I would note with a word of caution that in my experience, funding for state highway projects in the current constrained funding environment will take time so any consideration of moving this to a Residential Zone in the future needs to be cognisant of this issue. If this land is rezoned Future Urban, I consider that:

- a The PWDP needs to also identify when this land is expected to be urbanised. To that end, I note that the Waikato 2070 document has identified this area for development within a 10-30 year timeframe so some level of staging is clearly anticipated by the Council, which I would support; and
  - b The existing Pokeno Structure Plan which I understand is now over 10 years old (and does not encompass the Pokeno East area) should be updated to address the wider growth that has and/or is planned for the wider area<sup>1</sup>. The process of developing the structure plan would greatly assist with providing a more comprehensive check on the constraints (which include traffic noise from SH1 and SH2) and opportunities involved in developing Pokeno East, rather than through the current piecemeal approach.
- 7.11 I have reviewed the planning and transport evidence for CSL Trust and Top End Properties (submission 89.1). In addition, Mr Swears has reviewed the ITA and has advised that this proposal is unlikely to have a detrimental impact on SH1. I do not oppose this rezoning, and am neutral on this submission.
- 7.12 I have reviewed the planning and traffic evidence in relation to submission 862.1 (Havelock Village). I understand that primary access will be from Hitchen Drive and Yashili Drive. The traffic evidence notes that Bluff Road is not initially proposed to be connected to the site. However, should a connection from the site to Bluff Road occur in the future, upgrades as set out in paragraph 4.12 of Havelock Village's evidence are recommended. In addition, paragraph 4.13 of the evidence recommends that the Pioneer Road underbridge (which is one-way) under SH1 should be monitored at the resource consent stage to ensure the safety of road users with the increased traffic volumes.
- 7.13 The traffic evidence (see paragraph 4.15) notes that "*there are specific provisions relating to subdivision within Havelock, as outlined by Mr Tollemache, and these will require an assessment of any potential impacts on Bluff Road and Pioneer Road as part of those applications*". I have reviewed the proposed provisions (Rule 16.4.18, Annexure 2) addressing this matter and request that the assessment criteria is refined to ensure that the SH1/Pioneer Road intersections are also assessed. This will address the fact that these intersection points were unlikely to have been designed (see Pioneer Road underbridge) to cater for the level of proposed urbanisation.

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<sup>1</sup> Waka Kotahi addressed this as part of submission 742.15 to Policy 4.1.11 and in part through evidence at the Strategic Objectives Hearing (Hearing 3).

7.14 On the basis that the underlined amendment (or similar wording that achieves the same outcome) set out below is made, I do not oppose, and have a neutral position on the rezoning request.

(v) *Potential effects on the safe and efficient operation of Bluff and Pioneer Road (including where these intersect with SH1) from roading connections to Cole Road.*

7.15 As an adjunct to this, I consider that it may be beneficial for the Council and the applicant (so all parties are clear on expectations) to specify the upgrades that would be required to Bluff and/or Pioneer Road under Rule 16.4.18. These upgrades are clearly identified under paragraph 4.12 of the traffic evidence but are not captured under this rule. This would provide a link to the matters of discretion under clause (v).

## 8 Ta Ta Valley

8.1 In relation to the Ta Ta Valley rezoning request, Waka Kotahi opposed the following submission points:

Submitter	Relief Sought	Waka Kotahi Further Submission Point
574.3 (Ta Ta Valley), 574.4 and 574.5	<p>Amend the zoning for parts of the land at 242 Bluff Road, Pokeno from Rural Zone to Resort Zone (574.3).</p> <p>Amend the zoning for parts of the land at 35 Trig Road, Pokeno from Rural Zone to Resort Zone (574.4).</p> <p>Add new provisions to the Proposed District Plan for the Resort Zone (574.5).</p>	<p>FS1202.115</p> <p>FS1202.116</p> <p>FS1202.14</p>

8.2 I have reviewed the planning and transport evidence for Ta Ta Valley (submission 574.3-5). I understand that the principal access will be from an extension to Yashili Drive. Mr Swears has reviewed the ITA and has advised that this proposal

is unlikely to have a detrimental impact on SH 1. On that basis, I do not oppose these submissions and I have a neutral position on the rezoning.

## 9 Huntly

9.1 In relation to the Huntly rezoning requests, Waka Kotahi opposed the following submissions:

<b>Submitter</b>	<b>Relief Sought</b>	<b>Waka Kotahi Further Submission Point</b>
778.2 – Shand Properties Limited	Amend the zoning of approximately 74.06ha in Huntly located between Great South Road and East Mine Road from Rural Zone to Industrial Zone.	FS1202.124
778.3 – Shand Properties	Amend the zoning of approximately 22.95ha in Huntly, south of East Mine Road from Rural Zone to Residential Zone.	FS1202.125

9.2 I have reviewed the planning and transport evidence for the Shand Properties Limited proposals. In addition, Mr Swears has reviewed the ITA and has advised that these proposals are unlikely to have a detrimental impact on the Waikato Expressway. I do not oppose these submissions and have a neutral position on the rezoning.

## 10 Kimihia Lakes

10.1 In relation to the Kimihia rezoning requests, Waka Kotahi opposed the following submissions:

<b>Submitter</b>	<b>Relief Sought</b>	<b>Waka Kotahi Further Submission Point</b>
584.16 - Allen Fabrics	Requesting changes to Traffic Generation and Management Conditions for the Proposed Kimihia Lakes Recreation and Events Zone.	FS1202.72

271.1 - Dave and Fransiska Falconer	Add new zoning policy for a specific Kimihia Lakes Recreation and Events park zone, for the Lake Kimihia project and for the restoration of the former Solid Energy Huntly East Mine.	FS1202.64
880.4 - Dave Falconer	Amend zoning of a small portion of the land at Solid Energy's Huntly East Mine from Rural Zone to Residential Zone. This is to border historically Residential Zoned land.	FS1202.131

- 10.2 I conditionally support submissions 584.16 and 271.1 and oppose submission 880.4.
- 10.3 Submission 584.16 is the key submission that I have focussed on as the request for rezoning has come from this submitter. I understand that submission 271.1 essentially seeks the same relief as submission 584.16.
- 10.4 Further submission 1202.72 was addressed in part through Hearing 22: Infrastructure where the s 42A (Report D12) noted that (paragraph 143) *“matters relating to a Kimihia Lakes Recreation and Events Zone will be addressed comprehensively as part of the larger submission requesting the zone (Hearing 25 Zone Extents). I do not consider it appropriate to consider specific provisions until the larger issue of zoning has been determined. Consequential changes from the zoning decision will need to address traffic generation”*.
- 10.5 In relation to submission 584.16, Waka Kotahi has been working with the submitter’s consultants, including providing feedback on the ITA and other technical assessments related to potential impacts from future stormwater discharge through the SH1, Waikato Expressway culvert (which adjoins this site). As a result of this work I am largely comfortable with the proposed rezoning (which extends to submission 271.1), subject to resolution of two issues relating to stormwater and signage:
- a Stormwater discharge effects from the Waikato Expressway culvert(s) on the site. Waka Kotahi is in discussions with the applicant around what consideration has been given (including the use of minimum floor levels) to addressing the downstream effects arising from potential blockage or failure of the culvert(s) that adjoin the site.

b Amendments to Proposed Rule KLZ-R11 Signs – I seek the following further additions to this rule to ensure consistency with the signage rules currently contained within the PWDP:

- New clause limiting it to one sign on the site (this is consistent with PWDP proposed rule 22.2.6.1 Signs in Rural Zones); and
- New clause which cross references the PWDP rule related to Signs – Effects on Traffic (a generic rule which applies across the PWDP zones).

10.6 These amendments are considered necessary so that Waka Kotahi can have input into any proposed signage which could give rise to safety effects along what is a new section of the Waikato Expressway.

10.7 In relation to submission 880.4, I am not aware of any additional technical information that has been provided. In particular, no ITA has been provided, and there is no analysis of the effects of the rezoning on the transportation network. Accordingly, I oppose this submission and in my view this submission should be rejected.

## 11 Te Kowhai, Horotiu, Ngaruawahia and Taupiri

11.1 In relation to the Te Kowhai, Horotiu, Ngaruawahia and Taupiri zoning requests, Waka Kotahi opposed the following submissions:

Submitter	Relief Sought	Waka Kotahi Further Submission Point
397.1 – Horotiu Properties	Amend the zoning of the property at 27 Sullivan Road, Horotiu (Lot 5 DP 513666) from Rural Zone to Village Zone OR Amend the zoning of the property at 27 Sullivan Road, Horotiu (Lot 5 DP 513666) from Rural Zone to Residential Zone OR Amend the zoning of the property at 27 Sullivan Road, Horotiu (Lot 5 DP 513666) from Rural Zone to Country Living Zone.	FS1202.110

464.11 - Perry Group Limited	Amend the zoning at properties Pt Lot 5 DPS 5176, Lots 1-3 DPS 5176 and Lt Allot 15 Horotiu Parish from Residential Zone to Business Zone.	FS1202.132
464.12 - Perry Group Limited	Amend the zoning of part of the properties Allotment 16 Horotiu Parish and Section 2 SO 48668 from Rural Zone to Residential.	FS1202.114
790.2 - Northgate Developments	Amend the zoning of 48ha of the property at 139 Onion Road, Horotiu (Lot 3 DPS 76353) from Rural to Industrial.	FS1202.99
829.4 - Whenua Holdings Waikato	Amend zoning of the properties at 42 and 76C Fox Road, and 5167C Great South Road, Ngaruawahia from Rural Zone to Residential Zone.	FS1202.127
829.5 - Whenua Holdings Waikato	Amend the zoning of the property at Wallbank Road, Ngaruawahia (Property number 15161) from Rural Zone to Industrial Zone.	FS1202.128
829.8 - Whenua Holdings Waikato	Amend zoning of 134 Duke Street from Rural Zone to Residential Zone.	FS1202.106
832.1 - Hounsell Holdings Limited	Amend the zoning of the property at 284 Onion Road, Te Kowhai from Rural Zone to Residential Zone.	FS1202.129
832.4 - Hounsell Holdings Limited	Amend the zoning of the property at 268 Te Kowhai Road, Te Kowhai from Rural Zone to Residential Zone.	FS1202.130

11.2 I oppose submissions 790.2, 829.4, 829.5, 829.8, 832.1, 832.4. I have a neutral position on submission 397.1, and I understand that submission 464.11 is now not being pursued.

11.3 I am not aware of any further technical assessments (in particular ITA's or Transport Assessments) that have been lodged in relation to submissions 790.2,

829.4, 829.5, 829.8, 832.1, 832.4. I would expect that the technical information required to support these requests would need to be extensive and cover a range of technical disciplines including transportation effects. These technical assessments would also need to be supported by a section 32AA report. These information requirements were identified as a prerequisite for considering rezoning proposals by the Hearing Panel (see 12 May Minute and Directions (paragraphs 4 and 6)). I am therefore unable at the current time to determine whether these rezoning requests would satisfy the various planning assessment lens identified in the s 42A Framework report.

- 11.4 In addition, I note that submission(s) 790.2 and 832.1 in particular are large in scale and would most likely have an impact on the Horotiu and Te Koura Interchanges (SH1). I would expect, substantial ITAs would need to be submitted for Waka Kotahi to consider these submissions further. In addition, I would expect that there would be level of engagement with Waka Kotahi to work through these ITAs – this has not occurred to date. As noted at paragraph 5.4, if further technical information on these submissions comes at a later stage prior to the hearing, we would need additional time to assess that information (which would be lengthy and highly technical in nature) adequately. Given the time already provided to produce such information we consider that such requests should either be rejected or submitters given additional time to consider the new evidence.
- 11.5 On that basis and noting Waka Kotahi's submission points on these submissions, I oppose the rezoning requested by these submissions.
- 11.6 In respect to submission point 464.12, I have been advised that the section of land identified (approximately 1.3 ha) is still owned by Waka Kotahi and no decision has been made as to the timing of disposing of this land. I have been further advised that there are constraints on this land which have not been identified in the submitter's planning evidence. These constraints include outstanding stormwater drainage issues to be resolved between Waka Kotahi and Perry Group Limited. Waka Kotahi's noise expert, Dr Stephen Chiles has also advised that road noise effects will be worse than usual on this land due to the braking/accelerating in this location from the Horotiu Interchange intersection. If at a later date these matters are resolved to Waka Kotahi's satisfaction, a discrete plan change and/or consenting process could be undertaken. I would not expect issues of rural fragmentation and loss of productive soils (typically the main impediment to residential use in rural areas) to be a planning impediment due to the land being isolated and essentially within an urban setting. On the basis set out above, I oppose the rezoning sought in this submission.



11.7 In relation to submission 397.1, I have a neutral position on this rezoning request due to the smaller scale of the proposal and the reduced potential for transportation effects to arise as a result of the rezoning.

11.8 I have read the planning evidence submitted on behalf of Perry Group (464.11, 464.12). I understand that the request to rezone the properties Pt Lot 5 DPS 5176, Lots 1-3 DPS 5176 and Lt Allot 15 Horotiu Parish from Residential Zone to Business Zone is not being pursued. On that basis I have no further comment on that submission point (464.11).

## 12 Rest of District

12.1 In relation to those zoning requests allocated to the rest of the district, Waka Kotahi opposed the following submissions:

Submitter	Relief Sought	Waka Kotahi Further Submission Point
341.1 Tainui Group Holdings Limited	Amend zoning of Sections 8 and 9 SO 483544, held in CT SA53C/665 (located on the north-west corner of Ruakura Road and Davidson Road) from Rural Zone to a new Ruakura Industrial Zone.	FS1202.109
341.2 Tainui Group Holdings Limited	Add new Ruakura industrial zone, objectives, policies and rules based on the "Ruakura Industrial Park Zones" contained within the Operative Hamilton District Plan; as well as any consequential amendments and refinement to allow a new Ruakura Industrial Zone to apply to TGH Land at Ruakura.	FS1202.65
422.1 Malcolm MacDonald	Amend the zoning of part of the property located at 133 Greenhill Road, Puketaha from Rural Zone to Business zone with an overlay of Motorway Service Area, which	FS1202.111

	enables the establishment of a motorway service centre.	
428.1 Ohinewai Land Limited	Amend the Proposed District Plan to include a growth area at Ohinewai in accordance with the plan attached to the submission.	FS1202

12.2 In relation to submissions 341.1 and 2, as noted in paragraph 3 of the Memorandum of Counsel received from the submitter's lawyer on 17 February 2020. Waka Kotahi has been working with Tainui Group Holdings Ltd (TGH) and other Future Proof Partners to work through the strategic planning issues raised by TGH's relief. This work has resulted in the Ruakura East area (Area), being identified in the Hamilton-Waikato Metropolitan Spatial Plan (2020) as an area for future investigation (for urbanisation). I agree with the submitter, that further work is required through Phase 2 of the Future Proof Strategy review (see paragraph 14 of the Memorandum of Counsel) to further assess the strategic implications of urbanising this Area. Accordingly, I consider that until such time as this review is complete the zoning should remain rural.

12.3 In relation to submission 422.1, I oppose the rezoning sought. I have reviewed the planning evidence on behalf of the submitter and note the following:

Urban Limits

- (i) The site is located outside the urban limits of Hamilton City. The extent of the urban limits are defined by the Hamilton section of the Waikato Expressway which is currently under construction. There is no analysis on how this proposal complies with policy 6.14 of the Waikato Regional Policy Statement which states -

*Within the Future Proof area: a) new urban development within **Hamilton City**, Cambridge, Te Awamutu/Kihikihi, Pirongia, Huntly, Ngauwahia, Raglan, Te Kauwhata, Meremere, Taupiri, Horotiu, Matangi, Gordonton, Rukuhia, Te Kowhai and Whatawhata shall occur within the Urban Limits indicated on Map 6.2 (section 6C);*

- (ii) This urban limit is spatially mapped in the WRPS under Map 6.2 (section 6C) and Maps 1 and 2 of the Future Proof 2017 Strategy. While the proposed rezoning is not within the jurisdiction of Hamilton City it would

clearly result in an extension of Hamilton City's urban edge beyond this urban limit.

- (iii) As noted in the Future Proof 2017 Strategy (section 6.4), defining urban areas provides development certainty; encourages a more compact urban form and allows councils to stage and time key areas for development resulting in more cost effective and efficient servicing of infrastructure and providing a clear break between urban settlements.
- (iv) It is my understanding that Waka Kotahi has generally opposed urban development beyond the urban limit of the Waikato Expressway (Hamilton section) in the past. This opposition, which I support, stems from the concern that unplanned growth beyond these urban limits has the potential to erode over time the efficient movement of people of freight along the Waikato Expressway; this Expressway is a key strategic transport corridor for the Waikato Region and beyond.
- (v) I also consider that the potential for further rezoning requests beyond these rezoning proposals is likely to continue along the Hamilton Expressway section. From my experience, land adjoining new state highway infrastructure (even pre-construction) is typically subject to developer interest. This is likely to be amplified in this situation due to the close proximity to the Hamilton urban market.

#### Defensible boundary

- (vi) The planning evidence acknowledges that the proposed zone boundary is not clearly defensible on all sides (page 2). The s 42A Framework Report notes that as a matter of good planning practise (Lens 3) zone boundaries need to be clearly defensible. A weak boundary will make it difficult to assess future resource consents for out-of-zone activities and open the door to future similar applications (para 41). I agree with this position and would note that the site does not have a clear defensible boundary particularly to the east.

#### Impact on the Waikato Expressway

- (vii) The evidence lodged included a conceptual access strategy whereby access to the proposed service centre would be from the Greenhill Interchange off-ramp (Waikato Expressway). Waka Kotahi has had some

initial discussions with the applicant's agent leading up to this point. In summary, Waka Kotahi has advised that the current access strategy (at least on safety grounds) is not supported. I would further note that no transport assessment has been lodged to support the proposal. This would be a minimum requirement to satisfy policy 5.3.8(f) (Lens 1) of the PWDP:

*5.3.8(f) Subdivision, use and development ensures the effects on public infrastructure are minimised*

- (viii) While not identified by the s 42A Framework Report, I consider that an assessment on rezoning this land would also need to address policy 6.4.4 (a) (1) of the PWDP which states –

*6.4.4 Policy – Road and rail network*

*(a) Discourage subdivision, use and development that would compromise:*

- 1. The road function, as specified in the road hierarchy, or the safety and efficiency of the roading network; and*
- 2. The safety and efficiency of the railway network.*

- (ix) As identified above, Waka Kotahi does not support the current access strategy on safety grounds and therefore I do not support that part of the applicant's planning assessment which identifies the proposal as being consistent with policy 5.3.8(f) let alone policy 6.4.4 (a) (1).

12.4 Waka Kotahi opposed the request by Ohinewai Land Limited (submission point 428.1) to include a growth area at Ohinewai. This was on the basis that the request was inconsistent with the approved Future Proof settlement pattern and because the submission did not consider the adverse effects on the transport network.

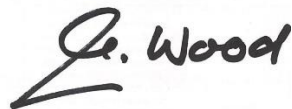
12.5 I understand that this request was set aside as part of the Ohinewai Hearing (Hearing 19) and therefore was not canvassed to any great extent by the parties involved. The planning evidence submitted by Ohinewai Lands Limited requests the application of a Future Urban Zone to the south of the Ambury Landholdings (with an emphasis on a future residential use) and to the north of the proposed Ambury industrial land.

12.6 I was not involved in the Ohinewai Hearing, but I understand that Waka Kotahi provided extensive evidence in opposition to the main request by Ambury

Properties Limited to rezone rural land at Ohinewai, and was particularly concerned about the rezoning of part of the site to residential land. In brief these concerns included:

- The lack of integration with existing and planned land use patterns;
- The lack of integration of land use and transport;
- The proposal being heavily car dependent with inadequate alternatives for public transport and walking/cycling routes;
- Lack of consideration and assessment of alternative locations; and
- Impacts on the Ohinewai interchange and the strategic function of the Waikato Expressway.

12.7 While I consider the approach of using a Future Urban Zone is desirable when there is uncertainty around such matters as infrastructure servicing, I consider that this proposal (submission 428.1) due to its proximity, is effectively part of the wider urbanisation of the Ohinewai area which Waka Kotahi continues to oppose for the reasons stated above. On this basis I oppose the rezoning requested in the submission.

A handwritten signature in black ink that reads "M. Wood". The signature is stylized with a large, sweeping initial 'M' and a cursive 'Wood'.

Michael Blain Wood

10 March 2021