

Evidence of John Olliver - Attachment A

OHINEWAI STRUCTURE PLAN; PLANNING CONFERENCING KEY ENVIRONMENTAL ISSUES

Key Issue	Information Gaps	Comments
Transport		
1. Do the traffic impacts lead to need for major upgrades such as relocation of the Lumsden Rd/Tahuna Rd intersection or replacement of the NIMT overbridge to address safety or capacity concerns?	<p>The Transport JWS identifies the following gaps;</p> <ul style="list-style-type: none"> Length of the interchange ramps to be clarified. Agreed that a safety audit of the Lumsden Rd/Tahuna Rd roundabout design would be undertaken. This has been commissioned and is underway. <p>Further clarity on the mechanism to ensure that transport modelling is reassessed to determine future upgrades at the time of development.</p> <p>Further information relating to the safety concerns at the Interchange southbound off-ramp including whether larger trucks are crossing the centre line to avoid clipping parapet/wingwall when turning left from Interchange southbound off-ramp to cross the NIMT.</p> <p>Where other parties are identified as a potential funder of required transport infrastructure upgrade further information to demonstrate the status of these discussions.</p>	A safety audit is to be completed in the first week of July. Further consideration of design as a result.
2. Can acceptable public transport connections to the site be provided?	The Transport JWS recorded that in principle a PT connection can be provided but Vincent Kuo, Cameron Inder and the respective planners are to discuss further.	Cameron Inder met with Vincent Kuo and Andrew Wilson (WRC) on 30 June 2020. Funding arrangements to assist establishment and operation of initial PT services are being considered by APL.
Wastewater		
3. Is there sufficient certainty, including certainty of funding, to support the Huntly Wastewater Treatment Plant as the appropriate solution for the medium term (years 3-6)?	<p>A Private Developer Agreement (PDA) will provide certainty that the Huntly WWTP will be upgraded to ensure compliance with the current discharge permit the necessary standard prior to any development connecting to it (with appropriate supporting plan provisions) but is not yet sufficiently advanced.</p> <p>The PDA is expected to be sufficiently progressed by the time of the Hearing.</p> <p>Experts confirmed the need to determine whether the Huntly WWTP discharge permit provided scope for Ohinewai to connect or whether a variation would be required.</p>	
4. Is there sufficient certainty to support the Mid-Waikato Servicing Strategy (MWSS) outcome as the appropriate solution for the long term (year 7+)?	<p>No information currently available on the MWSS.</p> <p>There has been a commitment provided by Watercare that the MWSS will account for the proposal.</p> <p>District Plan staging provisions allow for 7 years of optioneering, design and consenting for the eventual infrastructure.</p>	<p>MWSS due end July 2020</p> <p>Planners and technical experts to reconsider this issue once it is available.</p>
Water Supply		
5. Is there sufficient certainty for water supply from the Huntly Treatment Plant?	<p>Allocation is available via existing WDC allocations plus side agreements with existing allocation holders.</p> <p>Availability of water allocation within the Huntly WTP to yet to be confirmed given existing capacity is identified for growth at Huntly</p>	

Commented [CT1]: This is not correct as I understand it talking to Jim. There is significant concern that there is not sufficient allocation available for Ohinewai. Existing capacity is for Huntly and Ngaruawahia growth. Greater clarity around this issue

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	<p>and Ngaruawahia. A Private Developer Agreement may be required to address any upgrades required to facilitate connection.</p> <p>Staging provisions exist seek to restrict development until availability of water supply is confirmed.</p> <p>Need further confirmation that allocations associated with the Te Kauwhata Irrigation Society are likely to be able to be transferred if required.</p>	
Infrastructure Costs		
<p>Are the infrastructure costs internalised and what are the implications for public funding of infrastructure?</p>	<p>Economic session (Issue 5) identifies that information on what external public costs there could be for infrastructure would be helpful.</p>	
Ecology		
<p>6. Do the plan provisions adequately address the risk of impacts on potential black mudfish habitat?</p>	<p>Investigations have not found black mudfish on site, however experts highlight a probability of populations on site and that a fish management plan cannot provide certainty of mitigating the effects of development, given the lack of successful translocations in the past.</p> <p>Plan provisions need to be further refined to address mitigation framework that could include off-setting if required.</p>	<p>Plan provisions will need to be considered in the context of the RPS.</p> <p>Updated plan provisions to be prepared.</p>
Residential		
<p>7. Is there sufficient certainty that a proportion of affordable/subsidised housing will be delivered?</p>	<p>The unusual nature of the housing approach (ie a proportion being employer-subsidised) does not lend itself to plan provisions.</p> <p>Further information to demonstrate what the proposed housing market will be (i.e. range of houses by price band and the number in each price band rather than average and proportion that would be affordable) and range of employee incomes to understand relative affordability.</p>	
<p>8. Is the residential component viable and it is needed to meet the NPS-UDC</p>		
Vision and Strategy		
<p>8-9. Is there sufficient information to confirm that the proposal will give effect to the Vision and Strategy?</p>	<p>As a rezoning the design detail is not yet available to confirm all improvements and some of them lie outside the rezoning process.</p> <p>More certainty on some aspects such as public access to the River and stormwater quality, are sought.</p> <p>More certainty on plan provisions to implement stormwater (i.e. rain tanks) and ecological (i.e. cats and dogs) outcomes proposed.</p>	.z
The Discount Factory Outlet		
<p>9-10. Will the DFO have adverse retail distribution/social/economic effects on other commercial centres, particularly Huntly?</p>	<p>How can the plan provisions limiting the DFO activities be implemented and enforced effectively?</p> <p>Provide greater certainty that if DFO does not occur that other commercial uses will not be able to establish in its place, or that land changes to industrial.</p>	<p>This involves differences of opinion rather than an information gap.</p>

Commented [KT2]: For me this is a very key area. In the first instance I am looking for an indication that the affordable housing will actually happen & that it's not just expensive private sector housing given site development costs.

Commented [KT3]: With the plan drafting – the focus is still only on objectives and policies. As we know the rubber hits the road on the rules and these are not included. In terms of commercial one of the policies says: *Commercial development in Ohinewai East provides for limited factory outlet retail and small scale local convenience retail and community activities.* But without seeing the rules it is very difficult to say what “limited” factory outlet retail might mean. We know from Property Economics work that it must be of a decent size otherwise it won't be feasible. So any notion of a small factory retail outlet centre seems unlikely??

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	<p>It is unclear whether sufficient analysis has been undertaken of the impact on Huntly and other centres. While there are macro level statements, they conclude that the DFO is serving a different market and therefore it hasn't any impact. Evidence needs to be produced that answers this issue.</p>	
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30/06/2020

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