

Date 14 November 2019
Author Kim Cottle
Subject Meeting Notes re Proposed Ohinewai Rezoning

Attendees: NZTA: Robert Swears (WSP Opus), Barry Dowsett, Kim Cottle
Ambury: John Oliver (BBO), Cameron Inder (BBO), Rhulani Baloyi (BBO)
Waikato RC: Vincent Kuo

John explained where things were at for the wider developers:

- Ohinewai lands – Propose 30ha, approx 230 sections, adjacent to Ambury proposal. Developing separate ITA but will be using same model and discussing with Ambury. May have an issue with scope as asked for a structure plan rather than change in zone.
- Shand Properties – Propose 100 lots on Western side of SH, to Rural Residential/Country living. Not working with Ambury at this time.
- Planning Focus – Propose industrial rezoning on Western side of SH, have not provided any further information or responding to requests for information.

Potential options for development:

- Ambury on its own
- Ambury + Ohinewai lands
- Ambury + Ohinewai lands + Shand

Ambury's Proposal

- Large Manufacturing business, already have 2 sites in Auckland that have come to end of useful life and want to consolidate in one site with the main driver to increase efficiency and exports. Want to be on North Island main railway and Waikato expressway for this reason.
- 30-35 ha Industrial to consolidate business and growth potential of their business.
- 30 ha additional Industrial to their business needs for general industrial.
- Total 66 ha Industrial land.
- Residential – 52ha; propose 1100 houses, medium density
- Convenience shopping/neighbourhood centre/service centre 2500m² GFA
- Outlet store/Bulk retail – 28,000m² GFA – distinctive discount retail e.g. dress mart and factory outlet store.
- Already have agreement for railway siding with Kiwi Rail
- Low lying areas of development to be wetlands/park areas.
- Expected to take 10 years to develop site for industrial use, residential uptake less certain.
- Workers expected to live Huntly, Te Kauwhata & Ohinewai.
- Primary school on other side of expressway, already full but with out of zone kids. Able to expand.
- Potential High Schools are Huntly College(5 km away) or Te Kauwhata 11km. Also buses go to Hamilton for schooling.

Potential Walking & Cycling options –draft plans presented John to send through

- Due to construction methods for existing overbridge a clip on walking/cycling bridge is not possible and any infrastructure will need to be built separately to the existing interchange.
- Northern and Southern Options – Northern requires separate bridge adjacent to existing bridge, requires signalised crossing across onramp for cycleway/walkway connection. Southern requires separate bridge south of interchange close to primary school and over Council reserve.
- Issue is how this will then link to Huntly – options separate pathway along Great South Road or along Waikato River stopbank.
- Robert indicated concern with safety of crossing pedestrians / cyclist across northbound onramp, particularly given the rural setting. Cameron said there are examples where this is achieved safely elsewhere and will provide examples for discussion purposes
- Unclear what the stopbank ownership structure is, if stopbank has easements in private ownership or all owned by Regional Council. Single owner would be easier to develop. The potential design and implementation would need to be agreed before this could be considered as mitigation for the project.

Road Transport

- Ambury's investigations show that there is enough capacity on the interchange for their proposal, if Ohinewai Lands go ahead as well, it is likely to need capacity improvements on south bound off ramp and signalcontrol.
- Bridge over railway would also need to be widened or replaced to potentially to 4 lanes.
- Assumed traffic split, 60% south towards Huntly, 40% north towards Te Kauwhata/Auckland. Also assume 50% people working on site and 50% leaving.
- There are existing sight line issues on southbound offramp that need consideration.
- The existing stop control intersections to access the expressway can accommodate just Ambury proposal, however with other proposals added on there would need to be additional capacity & potentially signals.
- Ambury and Ohinewai Lands likely to fund pedestrian access as part of development cost, however this does not necessarily include the link to Huntly which is required to make the pedestrian access successful.

Public/Shared Transport

- Needs to be further discussed with Waikato Regional Council (Andrew Wilson). Barry understands that there is a connector service trying to be developed for North Waikato/River Communities. Need to find out frequency and availability of bus services.
- There has been no thinking regarding park n ride but there is expectation that a bus stop in the commercial precinct would be provided if WRC are interested in providing future services. BBO will further consider parking proximity and other facilities to the bus stop.
- Kim explained NZTA has a mode shift priority and need to show how mode shift can be achieved in this development. This requires more than a car park/bus stop it need to show how this will be achieved with wrap around service ie toilets & infrastructure as people will not all walk to and from the bus stop, suggested this be included as part of structure planning. Also Express connector buses to other centres will not circulate in the proposed Ohinewai development.

Transport Model (WRTM)

- Need to agree validation extent and surveys, and then action Stantec to do the modelling. Ohinewai lands likely to partner with Ambury on the model. Validation discussion will be similar to Te Awa Lakes.
- Barry said validation and landuse inputs need to consider Te Kauwhata, Huntly. The model doesn't do mode shift /PT, so this will require engineering judgement separately.
- Robert stated that traffic volume surveys needed to account for what schools were doing, also with time of year.

Other parties concerns

- Future Proof – are happy with industrial – concern with residential land due to issues with revitalising Huntly
- Also Waikato District Council have HIF funding for Te Kauwhata wastewater upgrade.

Timeframes

- 29 November – Applicants Lodge draft ITA and all technical reports.
- 13 March 2020 – Waikato District Council officers prepare Section 42A report/ hearing recommendation
- 5 April 2020 – Ohinewai submitters technical and other supporting evidence to be filed at WDC.
- 19 April 2020 – APL further submitters and other further submitters evidence to be filed at WDC
- 7 May 2020 – Ohinewai Submitters rebuttal evidence to be filed with WDC
- 21 May 2020 – WDC prepare updated section 42A report taking account of evidence
- 1 June 2020 – Ohinewai hearing starts

ACTIONS

John/Cameron / Rhulani	Talk to Andrew Wilson & Mark Tamura at WRCD re public transport servicing north Waikato and bus services.
Cameron / Rhulani	To send Robert some examples of where pedestrian/cycleway access has been provided across on ramps. (Done, 14/11/19) To send email to agree transport model validation surveys (Done 18/11/19, Barry approved)
Vincent	To talk to Rachel Cook (WRC Walking and cycling specialist) re opportunity for cycleway on stop bank. If possible also find out ownership structure of the stopbank?
Kim	To prepare first draft of meeting notes and then send them to John to agree/finalise.