

**BEFORE THE HEARINGS COMMISSIONERS FOR THE WAIKATO DISTRICT
COUNCIL**

UNDER the Resource Management Act 1991
AND
IN THE MATTER of hearing submissions and further submissions
on the Proposed Waikato District Plan
Hearing 25 – Zone Extents

PARTIES REPRESENTED Z & Z Developments Limited Partnership (114)

**STATEMENT OF PLANNING EVIDENCE FROM SAM SHUKER FOR Z & Z
DEVELOPMENTS LIMITED PARTNERSHIP**

17 February 2021

MAY IT PLEASE THE PANEL

Introduction

1. My name is Samuel Walter Shuker. I am a planner who is currently working for Birch Surveyors Limited, which is a firm of Planners, Surveyors and Engineers. The firm has offices in Auckland, Pukekohe, Hamilton, Tauranga and Tairua, however, I am based out of Pukekohe.
2. This is a statement of evidence on behalf of Z & Z Developments Limited Partnership (**Submitter**) relating to the rezoning of land located at 102 Travers Road, Te Kauwhata (**Site**) which is subject to the Proposed Waikato District Plan (**PWDP**).

Qualification and Experience

3. I have a Bachelor of Science, Majoring in Land Planning and Development, from the University of Otago.
4. I have had four years professional planning experience and I am an associate member of the New Zealand Planning Institute.

Involvement in the Site Submission

5. My involvement in this submission only commenced in October 2020. I was not involved in the early stages of this project and had no involvement in the submission or further submission on the PWDP.

Purpose and Scope of Evidence

6. My statement of evidence covers how the rezoning of the Site will align with the statutory frameworks and the actual and potential effects associated with the activities enabled by the proposal.

Expert Witness Code of Conduct

7. I have read the Code of Conduct for Expert Witnesses, contained in the Environment Court Consolidated Practice Note (2014) and I agree to comply with it. I can confirm that the issues addressed in this statement are within my area of expertise and that in preparing my evidence I have not omitted to

consider material facts known to me that might alter or detract from the opinions expressed.

Overview of Submission

8. Back on the 02 October 2018 the original submission was made to Waikato District Council (**Council**) to rezone the Site to Village. The original zoning under the PWDP was Country Living.
9. The submission has been made on the basis of emphasising the need to provide capacity for growth in the Waikato District and providing a buffer between the neighbouring Countryside Living and Residential Zones.

Statutory Framework

10. The proposal is subject to the statutory framework of the Resource Management Act 1991 (**RMA**) as follows:
 - a. Part 2 – Purpose and Principles (s5 – 8);
 - b. s31 – functions of territorial authorities under this act;
 - c. s32 – requirements for preparing and publishing evaluation reports;
 - d. s32 – requirements for undertaking and publishing further evaluations;
 - e. s74 – matters to be considered by territorial authority; and
 - f. s75 – contents of district plans.

Part 2 – Purpose and Principles

11. The singular purpose of the RMA is to promote the sustainable management of natural and physical resources. Understandably the district plan must be changed in accordance with the purpose, and Part 2 of the RMA as a whole (as per s74). The sections comprising Part 2 are assessed in turn.

Section 5 – Purpose

12. As mentioned above, the purpose of the RMA is to promote the sustainable management of natural and physical resources. In this instance, the land to which this Evidence relates is a natural and physical resource. The rezoning will enable further intensification and additional development of the site which will be enabling people and the community to provide for their social economic, and cultural well-being.

Section 6 – Matters of National Importance

13. The Site is not subject to any of the matters of national importance identified within Section 6 of the RMA.

Section 7 – Other Matters

14. The particular other matters that are relevant to the proposal will be addressed in the provisions of lower-level policy documents such that detailed assessment here is not necessary.

Section 8 – Treaty of Waitangi

15. The principles of the Treaty of Waitangi (Te Tiriti o Waitangi) have been taken into account in the development of the PWDP by Council. This has involved meaningful engagement with an Iwi Reference Group comprising representatives from iwi, hapu and marae. This engagement can be taken further at later development stages by working with iwi to consider how future development on the site can respectfully and meaningfully incorporate cultural values.

Section 31 – Function of Territorial Authorities

16. Under s31(1) of the RMA, Council as a territorial authority has a number of functions for the purpose of giving effect to the RMA in its district, including the establishment, implementation and review of objectives, policies and methods to achieve integrated management of the effects of the use, development or protection of land and associated natural and physical resources of the Waikato District.

Section 32 – Preparing and Publishing Evaluation Reports

17. No section 32 analysis has been specifically prepared for the Site and therefore a section 32AA evaluation has been prepared and is attached within **Appendix A**.

Section 75 – Plan and Policy Provisions to be Given Effect to

18. In addition to setting out what the PWDP must and may state, section 75(3) states that the PWDP must give effect to (relevantly):

- a. Any national policy statement;
- b. A national planning standard; and
- c. Any regional policy statement.

19. The relevant national policy statements comprise:

- a. National Policy Statement for Urban Development 2020 (**NPS-UD**)

20. The relevant regional policy statement is the Waikato Regional Policy Statement (**WRPS**), which became operative in 2016.

21. Te Ture Whaimana o Te Awa o Waikato (the Vision and Strategy for the Waikato River) is part of the WRPS.

22. In addition, the PWDP must not be inconsistent with a regional plan for any matter specified in Section 30(1) of the RMA, which relates to the functions of regional councils under the RMA. The relevant regional plan is the Waikato Regional Plan (**WRP**). Those matters include water quality and natural hazards. I consider these matters in the following sections of this evidence.

Key Statutory Documents

23. The following documents are considered key statutory documents in respect to the proposed rezoning:

- a. NPS-UD
- b. The Vision and Strategy for the Waikato River
- c. WRPS

- d. The Waikato-Tainui Environment Plan, Tai Tumu, Tai Pari, Tai Ao
- e. The National Planning Standards
- f. Future Proof Strategy Planning for Growth 2017
- g. Waikato 2070

NPS-UD

24. The NPS-UD came into effect on 20 August 2020 and is intended to help provide well-functioning urban environments that enable people and communities to provide for their social, economic, cultural well-being and their health and safety, now and in the future.

25. As specified within the 42A Framework Report, the housing demand has increased since the PWDP was notified back in July 2018. The NPS-UD requires Councils to have a competitiveness margin of 20% in the short to medium term. This means the land zoned for further residential development back in 2018 will not be sufficient enough to meet the NPS-UD requirement.

26. The rezoning of the Site to Village will allow for additional lots to be created, above what already exists under the Country Living Zoning. This will mean the rezoning sought will be helping to better align the PWDP with the NPS-UD document.

The Vision and Strategy for Waikato River

27. The Site is not located within the vicinity of the Waikato River and has no direct impact on the river. Therefore, we do not consider this document to be relevant to this proposal.

The Waikato Regional Policy Statement

28. As per the 42A Framework Report, the PWDP objectives and policies generally seek the same outcomes as the WRPS. Therefore, if the submission is in general accordance with the PWDP it is assumed that it will be in general accordance with the WRPS. Refer to the s32AA evaluation, attached within **Appendix A**, for an assessment against the relevant PWDP objectives and policies.

29. The Framework suggests that submissions on zonings need to address the list stated in 6.1.8 of the WRPS. Provided below are the points from the list relevant to this submission:

- a. the type and location of land uses (including residential, industrial, commercial and recreational land uses, and community facilities where these can be anticipated) that will be permitted or provided for, and the density, staging and trigger requirements;*
- b. the location, type, scale, funding and staging of infrastructure required to service the area;*
- c. multi-modal transport links and connectivity, both within the area of new urban development, and to neighbouring areas and existing transport infrastructure; and how the safe and efficient functioning of existing and planned transport and other regionally significant infrastructure will be protected and enhanced;*
- e. potential natural hazards and how the related risks will be managed; and*
- g. how stormwater will be managed having regard to a total catchment management approach and low impact design methods;*

30. The only additional permitted activities being made available by the rezoning are community activities and neighbourhood parks. In regards to these activities, Council have given no indication that they would want the site for these reasons. In terms of lot yield, additional allotments will be able to be created as a Restricted Discretionary Activity, above what would be able to be created in the Country living Zone with the same activity status.

31. As a Village rezoning is being requested, services will be appropriately managed onsite. With the Site being next to the residential zone, public reticulation may become available if future intensification is desired.

32. An Integrated Transport Assessment (ITA) has been prepared by Direction Traffic Design Limited and is attached within **Appendix D**. The findings of the ITA are such that a safe intersection design can be provided with good traffic, cycling and walking connections being available to the Site. As per the ITA,

no crashes have occurred within the vicinity of the Site, with only two minor crashes occurring along Travers Road. Therefore, this indicates there are no safety issues within the vicinity of the Site.

33. There is an indicative road running through the Site which will link up with the neighbouring Residential Zone. This road is more likely to be developed if the Site is rezoned to a higher density, as the impracticality and cost of developing the road on a Country Living site of this size is too high. Refer to the concept plan, attached within **Appendix C**, for a potential route of the indicative road. Notwithstanding this, the fact that Council have identified this indicative road onsite shows Councils anticipation that further development is expected.
34. In terms of natural hazards, when subdivision occurs onsite, geotechnical assessment will be carried out in which natural hazards will be addressed and appropriate mitigation measures will be implemented.
35. In regards to stormwater, the higher density development would allow for stormwater to be appropriately managed and controlled. Any stormwater related issues will be able to be mitigated through appropriate techniques that consider the wider upstream/downstream catchments and the natural flow paths that traverse the Site, one of which is already protected by a drainage easement.

The Waikato-Tainui Environment Plan, Tai Tumu, Tai Pari, Tai Ao

36. The Waikato-Tainui Environment Plan (WTEP) is required to be taken into account in accordance with section 74(2A). The overarching purpose of the WTEP is to provide a pathway that returns the Waikato-Tainui rohe to the modern-day equivalent of the environmental state it was in when Kiingi Taawhiao composed his maimai aroha. It provides guidance to external agencies regarding Waikato-Tainui values, principles, knowledge and perspectives on its relationship with, and objectives for, natural resources and the environment, including the Waikato River.
37. The WTEP has been reviewed and due to the scale of the proposal, consultation with Waikato-Tainui will be limited to the usual resource consent process. When subdividing does occur onsite, the values, principles and knowledge of Waikato-Tainui will be acknowledged when designing the subdivision.

The National Planning Standards

38. The first set of National Planning Standards were initially published in April 2019, with some minor updates being made since. The National Planning Standards specify the structure, form, definitions and electronic accessibility of the RMA plans and policy statements to allow for more efficient use and preparation.
39. Due to the scale of the submission, the relevance of these standards is only minor, however, they have been adopted as far as practicable.

Future Proof Strategy Planning for Growth 2017

40. The Future Proof Strategy (FPS) is a “30 year growth management and implementation plan specific to the Hamilton, Waipa and Waikato sub-region”.
41. Within the FPS, Te Kauwhata is frequently referenced as an area on which there will be a growth emphasis. As specified within the FPS and the 42A Framework Report, 80% of residential growth in the Waikato District is to be within the identified growth towns and villages. As indicated in the Framework, the result of Covid -19 pandemic has meant that projections for housing demand over the 2021-2031 period has increased by approximately 4,000 households to the projections forecast previously.
42. The proposed rezoning will be allowing further intensification of the Site and in turn be creating the opportunity for more households to be developed. This will help contribute to satisfying the housing demand within an identified growth area close to the Te Kauwhata Township.

Waikato 2070

43. Waikato 2070 is a growth and economic development strategy, detailing future settlement patterns and indicating timings of new growth areas across the District.
44. As per the maps within the Waikato 2070 document, Travers Road has been identified for development within the next 1-3 years. The Site has been shown in the lifestyle lots area which is intended for Village and Country Living zoning. This means the sought rezoning will still be consistent with this document.

Assessment of Effects

Character and Amenity

45. The Village Zone is primarily large lot residential that either features higher density if public reticulation is available otherwise a larger lot size is sought to accommodate onsite services.
46. The Site does not have the required public reticulation available so a larger lot size will be required. While lot sizes will be smaller than the original Country Living zoning, they will still be maintaining a spacious feel with plenty of space for landscaping and onsite amenity to be provided.
47. The Site will be providing a buffer between the Residential Zone to the south east and the Country Living Zone to the north west. Additionally, when further intensification is required and public reticulation becomes available, the site can link up with the adjoining residential land.

Traffic and Access

48. As mentioned earlier on in the Evidence the findings of the ITA are such that a safe intersection design can be provided with good traffic, cycling and walking connections being available to the Site. The ITA suggests that the speed limit along Travers Road is likely to be reduced to 60km/hr prior or shortly after the development of the Site. This means the required 105m sight distance can be provided in both direction from any new intersection location. Refer to the ITA, attached within **Appendix D**, for further details.
49. As mentioned, there is an indicative road running through the Site which will link up with the neighbouring Residential Zone. This road is more likely to be developed if the Site is rezoned to a higher density, as the impracticality and cost of developing the road on a Country Living site of this size is too high. Refer to the concept plan attached within **Appendix C**.

Services

50. Limited public reticulation is available to the Site, which means when development does occur, services will be managed onsite. With the Residential Zone adjoining the Site, reticulated services are close by if further intensification is required in the future.

51. In regards to stormwater, the higher density development would allow for stormwater to be appropriately managed and controlled. Any stormwater related issues will be able to be mitigated through appropriate techniques that consider the wider upstream/downstream catchments and the natural flow paths that traverse the Site, one of which is already protected by a drainage easement.

Issues raised by further Submitters

52. Further Submissions were received from Juliet Sunde (#59), John Cunningham (#250), Noelene Searle (#325), Michelle Byers (#337), John Van der Star (#338), Amelia Lategan (#43), Colin Orr (#63), Tim Searle (#162), Brian Harris (#209) and Carol Harris.

53. The issues raised in these submissions generally related to:

- a. Flooding issues with the Site;
- b. Issues with livestock and safety;
- c. Sufficient enough development within Te Kauwhata; and
- d. Traffic issues along Travers Road.

54. In regards to the flooding of the Site, the higher density development would allow for stormwater to be appropriately managed and controlled. Any stormwater related issues will be able to be mitigated through appropriate techniques that consider the wider upstream/downstream catchments and the natural flow paths that traverse the Site, one of which is already protected by a drainage easement.

55. The concerns about livestock and, security and safety being adversely affected due a higher density of development being proposed on 102 Travers Road are unfounded and cannot be said with any degree of certainty.

56. Whilst other areas have been identified for further development within Te Kauwhata which will help with the housing demand within the area, it is noted that the proposed development on the Site provides a greater variety of housing and lifestyle typologies that can cater to a more diverse market. Also, as indicated by the 42A Framework Report the result of Covid -19 pandemic

has meant that projections for housing demand over the 2021-2031 period has increased by approximately 4,000 households to the projections previously forecast. Therefore, additional housing will be required to satisfy the increased demand.

57. In terms of traffic, the rezoning will be allowing a greater intensification of the site which in turn will result in more traffic being generated. However, we note the rural nature of the surrounding area and the well-formed condition of Travers Road. Collectively these features lean towards positive access/traffic outcomes from the development of the Site. The size of the Site is relatively small from a traffic engineering point of view given the township, local schools and the expressway interchange are all located south/south east of the Country Living zoned area within Te Kauwhata. This means that the primary vehicle movements will be travelling away from the Site and that external vehicle movements to these amenities from other residents will not be via Travers Road.

58. As mentioned in the ITA, attached within **Appendix D**, a safe intersection design can be provided to the Site. The ITA specifies that no crashes have occurred within the vicinity of the Site, with only two minor crashes occurring along Travers Road. Therefore, this indicates there are no safety issues within the vicinity of the Site.

S42A Framework Report

59. The s42A Framework Report was released on the 19th January, 2021 with a stated function to achieve a consistent approach for the consideration of rezoning submissions.

60. The three-lens methodology outlined in the s42A has been integrated into this evidence with the assessment against the relevant PWDP objectives and policies contained within the s32AA evaluation attached within **Appendix A**.

61. Contained throughout this evidence is demonstration of alignment/consistency with the higher order documents.

62. This document has noted that due to the result of the Covid -19 pandemic, projections for housing demand has increased significantly since the notification of the PWDP and that additional development is required to meet

the future demands. The proposed Village rezoning will enable additional opportunities for development, above what could be achieved under the current Country Living zoning.

Conclusion

63. The proposed rezoning will allow for a higher density development to occur, which would in turn create additional housing within an identified growth area.

64. The Village zoning will be creating a buffer between the neighbouring Residential Zone, to the south west, and the Country Living Zone, to the north west.

65. The rezoning is not considered to be inconsistent with the relevant higher order documents or the PWDP objectives and policies for the Village Zone.

Sam Shuker
17 February 2021

Appendix A
S32AA Evaluation

Wednesday, 17 February 2021

PROPOSED WAIKATO DISTRICT PLAN – ZONE EXTENTS SECTION 32AA EVALUATION REPORT

To: Planning Department
Waikato District Council
Private Bag 544
Ngaruawahia, 3742

Submitter: Birch Surveyors Limited (on behalf of): Z & Z Developments Limited Partnership (Steven Mundy)

Submission Site: 102 Travers Road, Te Kauwhata

As per the Minute and Directions from the Hearing Commissioners on the Hearing for Rezoning Requests, dated 12 May 2020, it is expected that the submitters seeking rezoning will need to provide a section 32AA assessment to support their proposal. This has been provided in the tables below.

ADDRESS FOR SERVICE:

Name of Agent: Angina Lal – Birch Surveyors Limited

Address: PO Box 96, Hamilton 3240

Phone: 07 834 0504

Email: angina@bslnz.com

REZONING PROPOSAL

THE SPECIFIC PROVISIONS SOUGHT TO BE AMENDED	ASSESSMENT OF THE EFFICIENCY AND EFFECTIVENESS OF THE PROVISIONS IN ACHIEVING THE OBJECTIVES OF THE PROPOSED WAIKATO DISTRICT PLAN (PDP)	
<p>The Rezoning Proposal</p>	<p>The problem with this submission is no Section 32 analysis has been carried out for the extent of zoning for residential development within Te Kauwhata, specifically along Travers Road, where the submission site (102 Travers Road) is located. The issue with no Section 32 analysis being completed is the extent of the suitable land identified for further development has not been accurately assessed.</p> <p>An original submission against the Proposed Waikato District Plan (PWDP) was submitted to the Waikato District Council on 2nd October 2018. The original submission was to rezone 3.0215ha of land located at 102 Travers Road, Te Kauwhata. Under the PWDP the site is zoned Countryside Living, with the original submission requesting a rezoning to Village. Under the Operative Waikato District Plan – Waikato Section (OWDP – WS) the site is zoned Country Living and is currently a vacant lot not being actively used. For further details on the original submission refer to the document attached within Appendix B.</p>	
<p>Relevant Objectives of the PDP</p>	<p><i>1.5.2(a) – Growth occurs in defined growth areas</i></p>	<p>Te Kauwhata has been identified as an existing urban community and a growth area. The proposed rezoning will be allowing additional development within this growth area.</p> <p>The infrastructure available to the site is currently limited, however, the site adjoins land zoned residential which will consist of reticulated services when developed. This means if further intensification of the area is required, services can be made available to the site.</p> <p>Any future subdivision on the site will ensure that sufficient space is provided to manage onsite services appropriately. Reticulated waterlines are currently provided along Travers Road.</p> <p>In terms of traffic, Travers Road is well formed with the site featuring unobstructed sightlines in both directions. The scale of our proposal is relatively small, so no upgrades to Travers Road are to be expected.</p>
<p><i>1.12.8(b)(i) – Urban development takes place within areas identified for the purpose in a manner which utilises land and infrastructure most efficiently</i></p>		
<p><i>1.12.8(b)(ii) – Promote safe, compact sustainable, good quality urban environments that respond positively to their local context.</i></p>		
<p><i>1.12.8(b)(iii) – Focus urban growth in existing urban communities that have capacity for expansion.</i></p>		
<p><i>4.1.3(b) – Urban growth areas are consistent with Future Proof Strategy for Growth 2017</i></p>		
<p><i>4.1.3(a) – Infrastructure can be efficiently and economically provided</i></p>		
<p><i>4.3 – In accordance with the objectives and policies of the Village Zone.</i></p>		

		<p>The site is considered to be suitable for further intensification, due to the relatively flat topography and being located approximately 1km from the Te Kauwhata Township.</p> <p>Within the Future Proof Strategy for Growth (2017) (FPS), Te Kauwhata is frequently referenced as an area on which there will be a growth emphasis.</p> <p>We have reviewed the PWDP objectives and policies for the Village Zone and anticipate any future subdivision onsite will be able to be developed in accordance with these.</p>
<p>Scale and Significance of the Rezoning Proposal</p>	<p>The extent of the rezoning is only across a single site consisting of an area of 3.0215ha so will only be of local significance. We do not anticipate the rezoning will result in significant change in the character and amenity of the subject area. The change from Country Living to Village will be intensifying the capabilities of the site, however, the outcome of more spacious residential development will still be achieved.</p> <p>The site is not subject to any of the matters of national importance identified within Section 6 of the RMA.</p> <p>As per the recommendations from the s42A reports for the Country Living and Village Zones, the difference between the permitted activities within each zone is the Village Zone can have community activities and neighbourhood parks, whereas these are not permitted in the Country Living Zone. In terms of these activities, there has been no indication that Council would want the site for community facilities or a neighbourhood park. Therefore, we can assume that the rezoning to Village will not allow for any additional permitted activities above what can occur in the Country Living Zone.</p> <p>The site adjoins the Residential Zone, where reticulated services will be required if development is to occur. This means if further intensification of the area is required, services can be made available to the site. Additional to this, on the PWDP planning maps (see image below) an indicative road has been shown on the site. Whilst the location of this feature is indicative, it is noted that the location would not adequately facilitate subdivision at a Country Living Zone shape and layout. Notwithstanding this, the fact that Council have identified this indicative road formation shows Councils anticipation that further development of the subject site is expected. Refer to the concept plan attached within Appendix C, to see how a future road can be incorporated into the rezoning.</p>	

	 <p>Referring to the evidence in which this evaluation is enclosed to, an assessment has been provided against the relevant higher order documents.</p>
Other Reasonably Practicable Options to Achieve the Objectives (alternative options)	Alternative 1: Retain PWDP boundaries – Leave zone as Country Living.

BENEFITS AND COST ANALYSIS OF THE REZONING PROPOSAL

REZONING PROPOSAL – REZONE SITE TO VILLAGE		
	BENEFITS	COST
General	<p>The adjoining residential land will be located next to a more intensive zone than Country Living. This will mean a buffer is provided between the Country Living zoned land located to the north west of the site and the Residential zoned land located to the south east.</p> <p>The indicative road shown on the planning maps can be developed more efficiently with a Village Zoning and indicates that Council anticipates further development of the site.</p>	<p>The neighbouring properties within the Country Living Zone will be adjoining land with more intensive development capabilities.</p>
Environmental	<p>There are limited environmental benefits associated with this proposal.</p>	<p>There are very limited environmental costs associated with this proposal.</p>
Social	<p>Rezoning the site to Village will allow for additional housing supply and future growth in Te Kauwhata.</p>	<p>There are very limited social costs associated with this proposal.</p>
Economic - General	<p>A more intensive zone means more development in the area which in turn means there are more people to spend money on local businesses.</p>	<p>There are very limited general economic costs associated with this proposal.</p>
Economic Growth	<p>Rezoning the site to Village will allow for additional development on the site which will help with economic growth within the community with additional people being added. This can also be applied to additional development contributions for Council for public infrastructure.</p>	<p>Additional development may create the need for further upgrades to the public infrastructure.</p>
Employment	<p>Rezoning the site to Village will allow for more allotments to be created which will mean more developments will be constructed and more people will be required for construction and development of the site.</p>	<p>There are very limited employment costs associated with this proposal.</p>
Cultural	<p>There are very limited cultural benefits associated with this proposal apart from any future development onsite will be subject to iwi consultation as per the normal resource consent process.</p>	<p>There is nothing of cultural significance located within the vicinity of the site, therefore, no costs are expected.</p>

REZONING PROPOSAL – RETAIN PWDP BOUNDARIES

	BENEFITS	COST
General	Will align with the neighbouring Country Living Zone to the north and west.	<p>The site will be directly adjoining the residential zone in which cross zone issues may be present.</p> <p>When the site is developed it is noted that the location of the indicative road would not adequately facilitate subdivision at a Country Living Zone shape and layout.</p>
Environmental	There are limited environmental benefits associated with this proposal.	There are very limited environmental costs associated with this proposal.
Social	There are limited social benefits associated with this proposal.	There are very limited social costs associated with this proposal.
Economic - General	There are very limited general economic costs associated with this proposal.	There are very limited general economic costs associated with this proposal.
Economic Growth	The site is still capable of being subdivided to create additional housings which will help with the economic growth within the community.	The site yield will be less than if it was zoned Village.
Employment	The site is still capable of being subdivided to create additional housing which will require people for construction and development of the site.	As specified above, the yield of the site will be less than if it was zoned Village, which means less people will be required for construction and development.
Cultural	There are very limited cultural benefits associated with this proposal apart from any future development onsite will be subject to iwi consultation as per the normal resource consent process.	There is nothing of cultural significance located within the vicinity of the site, therefore, no costs are expected.

EVALUATION OF THE PROPOSAL

<p>Reasons for the selection of the preferred option</p>	<p>Both rezoning the site to Village and retaining the site as Country Living Zone will allow for development to occur. However, a Village zoning will allow for more intensification of the site, while providing a buffer between the neighbouring Country Living and Residential Zones. This will mean additional housing supply and future growth opportunities, above what already exist, will be provided. More housing within Te Kauwhata will allow for additional economic growth, including more development contributions for Council to spend on public infrastructure. Also, increased housing will mean more people will be required for construction and development of the site.</p> <p>If the site is retained as Country Living Zone, the indicative road located on the planning maps will not be able to be developed efficiently, due to the minimum net site area being 5000m². This means for an optimal lot yield to be achieved, a smaller access way will be required. Whereas, if the site is zoned Village, there is potential for the indicative road to be developed or at least provide the area for the future development of the road when future intensification occurs.</p>
<p>Extend to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of the RMA</p>	<p>The objective seeks to achieve the purpose of the Resource Management Act 1991 (RMA) by sustaining the potential of natural and physical resources to meet the foreseeable needs of future generations as identified in Part 2 of the RMA. The objective is to rezone the land to Village which will allow for intensification of the site and additional development to be achieved in the area. By rezoning the site, it will be providing a buffer between the neighbouring Country Living and Residential Zones whilst utilising the natural and physical resources of the land in an efficient manner.</p>
<p>Assessment of the risk of acting or not acting if there is uncertain information about the subject matter of the provision</p>	<p>One of the main risks of not acting on the rezoning is the indicative road shown on the planning maps will not be able to be developed efficiently and connectivity will be lost.</p> <p>As indicated in the 42A Framework Report, the result of Covid -19 pandemic has meant that projections for housing demand over the 2021-2031 period has increased by approximately 4,000 households to the projections forecast previously. It is hard to define a specific value on the risk of not rezoning the site to a higher density to allow additional development, however, rezoning for further development, above what already has been proposed under the PWDP, needs to occur in the district to provide for the increase in demand.</p> <p>Overall, it is considered that the risk of not acting on the changes proposed is greater than the risk of acting.</p>
<p>Conclusion</p>	<p>The proposed rezoning will be efficient and effective in achieving the objectives of the PWDP for the following reasons:</p>

- General alignment with the relevant objectives of the PWDP has been demonstrated in this evaluation.
- Alignment with the higher order document has been addressed which also resolves any tension between objectives in the PWDP.

Appendix B
Original Submission

Tuesday, 02 October 2018

SUBMISSION FORM

The following submission is made on the proposed Waikato District Plan prepared under the Resource Management Act 1991.

To: Attn: Planning Technician
Waikato District Council
Private Bag 544
Ngaruawahia, 3742

Submitter: Z & Z Developments Limited Partnership (Steven Mundy)

Postal Address: PO Box 9408, Waikato Mail Centre

Phone: 09 974 4813

Mobile: 027 66 44 289

Email: steve@auctus.co.nz

Z & Z Developments Limited could not gain an advantage in trade competition through this submission.

ADDRESS FOR SERVICE:

Name of Agent: Angina Lal – Birch Surveyors Limited

Address: PO Box 96, Hamilton 3240

Phone: 07 834 0504

Email: angina@bslnz.com

I wish to be heard in support of this submission.

If others make similar submissions, I would consider presenting a joint case with them at the hearing.

APPENDICES:

Appendix A: LOCALITY PLAN

Appendix B: CONCEPT PLAN (BIRCH SURVEYORS LIMITED)

Appendix C: GEOTECHNICAL REPORT (HD GEOTECHNICAL)

Appendix D: LETTER FROM DEVELOPER (Z & Z DEVELOPMENTS LIMITED)

1 INTRODUCTION

Thank you for the opportunity to submit on the proposed Waikato District Plan (PWDP).

The specific parts of the PWDP to which this submission relates to are:

- The proposed zoning of the 102 Travers Road, Te Kauwhata (the submission site); and
- The associated minimum lot size requirements for subdivision.

2 BACKGROUND

TABLE 2-1: SUMMARY TABLE

Submitter	Z & Z Developments Limited Partnership
Submission Site Address	102 Travers Road, Te Kauwhata
Description of Submission	Request for rezoning of submission site and the provision of an exemption regarding minimum net site area requirements for future proposed lots.
Site Area	3.0215 ha



Figure 1: Aerial view of the submission site (in red) and the surrounds
(Source: Waikato District Council IntraMaps)

2.0 BACKGROUND ON SUBMISSION

Te Kauwhata is forecast to experience significant growth in the future and will play a key role as a town centre node within the Waikato sub-region. This is evident in the statutory context of Te Kauwhata and the manner in which the area is referenced in key strategic documents on growth within the Waikato sub-region.



Figure 2: Map of Waikato (Source: Waikato District IntraMaps)

2.1 THE ROLE OF TE KAUWHATA IN FUTURE GROWTH WITHIN THE WAIKATO SUB-REGION

An assessment of the statutory context in which Te Kauwhata sits is contained in the following sections. This involves analysis against key strategic documents for the Waikato District.

2.1.1 WAIKATO DISTRICT DEVELOPMENT STRATEGY (2015)

The Waikato District Development Strategy (WDDS) is a “high level 30 year strategic and spatial development guide for the district”.

Within the WDDS, Te Kauwhata is identified as an area that will likely experience positive residential and business repercussions as growth spreads into North Waikato (Tuakau/Pokeno) and then southwards to Te Kauwhata (refer to Figure 8). Proximity to Tuakau/Pokeno, the availability of land suitable for development, the accessibility of services and the overall ability to provide a comfortable rural lifestyle that is affordable are just a collection of positive factors indicating why Te Kauwhata will be the likely subject of growth in the future.

Also, referenced within the WDDS is the forecast that the population of towns like Te Kauwhata will become more “ethnically diverse” due to the influx of new residents into the Waikato sub-region. It is considered that this prediction works in favour of the submission given rezoning of the submission site allows for the provision of a greater variation of lot sizes in Te Kauwhata West. This

feature would be valuable given the varying preferences of people when purchasing property. The addition of lots filling a vacant niche with regards to size enhances the attractiveness of Te Kauwhata and allows for the area to better cater to future residents, ethnically diverse or otherwise.

2.1.2 FUTURE PROOF STRATEGY - PLANNING FOR GROWTH (2017)

The Future Proof Strategy (FPS) is a “30 year growth management and implementation plan specific to the Hamilton, Waipa and Waikato sub-region (Future Proof sub-region)”.

Within the FPS, Te Kauwhata is frequently referenced as an area on which there will be a growth emphasis (“approximately 80% of growth will be in the identified areas of Te Kauwhata, Huntly, Pokeno, Tuakau, Ngaruawahia, Raglan and various villages”).

Specifically, the FPS identifies Te Kauwhata as a growth management area with the key features of the settlement pattern for Te Kauwhata being:

- Principally planned as a residential village with amenity benefits.
- The village has played and continues to play an important role as a service centre for the farming areas to the east and west.
- Strategically important in terms of accommodating growth between Auckland and Hamilton.
- Likely to grow due to the proximity to Auckland.
- Better public transport and improved opportunities for walking and cycling.

Source: Future Proof Strategy (2017)

It is clear that congruency exists between the key features of the settlement pattern of Te Kauwhata and the flow-on effects associated with development of the submission site. Many of these features support the relief that is sought as this would allow for additional lots to be created accommodating future growth within Te Kauwhata.

Table 2-2 supports the notion of Te Kauwhata as a growth management area identifying the average gross density (12 – 15 households per hectare) targeted for greenfield development within Te Kauwhata. Given the site is over 3 ha in size, this would set a target between 36 to 45 households. Simply rezoning from Country Living to Village is not enough to meet this target due to the minimum lot size requirement of 3,000m² for the Village Zone. However, with the exemption allowing for a minimum lot size of 1,000m² the yield from the site is a lot closer to the average gross density target.

TABLE 2-2: SOUGHT AVERAGE GROSS DENSITY TARGET FOR THE WAIKATO REGION

Development Type and Location	Average Gross Density Target
Hamilton Central City	50 households per hectare
Hamilton Intensification Areas	30 households per hectare
Hamilton Greenfield (Rototuna, Rotokauri, Ruakura Peacocke)	16 households per hectare
Greenfield development in Cambridge, Te Awamutu/Kihikihi, Huntly, Ngaruawahia, Raglan, Te Kauwhata , Pokeno and Tuakau	12-15 households per hectare
Greenfield development in Waikato District villages where sewerage is reticulated	8-10 households per hectare

Reproduced from the Future Proof Strategy (2017)

2.1.3 NORTH WAIKATO INTEGRATED GROWTH MANAGEMENT PROGRAMME BUSINESS CASE (2017)

The North Waikato Integrated Growth Management Programme Business Case (NWPBC) is a programme business case the purpose of which is to “identify the best way to manage population growth sustainably in the North Waikato to cater for future urban growth over the next 30 years”.

In the NWPBC, growth within the North Waikato is stated to have been accelerated due to greater residential development in Te Kauwhata and Pokeno than has previously been anticipated. This growth is stated to continue in the future which is evidenced by the figures contained within Table 2-3.

TABLE 2-3: PROJECTED POPULATIONS (BY AREA) FOR THE WAIKATO SUB REGION

Town	2016	2025	2035	2045
Tuakau	4,639	9,402	10,252	22,072
Pokeno	2,132	7,868	12,399	12,762
Meremere	564	708	734	711
Te Kauwhata (including Lakeside Housing Infrastructure Fund)	1,769	8,991	9,421	10,898
Huntly	7,491	8,764	10,174	10,490

Reproduced from the North Waikato Integrated Growth Management Programme Business Case (2017)

As shown in Table 2-3, Te Kauwhata is forecast to experience a significant growth in population in the following decades. This is indicated by significant growth expected to occur before 2025 whereby Te Kauwhata is forecast to be on par with Tuakau and Pokeno with regards to population size. This trend continues into the future where Te Kauwhata keeps pace with Tuakau and Pokeno before plateauing. Nonetheless, it cannot be denied that Te Kauwhata is not set for significant growth in the future, and as a result capacity will need to be provided to accommodate this growth.

2.1.4 SUMMARY OF TE KAUWHATA'S ROLE IN FUTURE GROWTH

As shown in the analysis of Te Kauwhata as referenced in key strategic growth documents for the Waikato sub-region, it is clear that the WDC has earmarked Te Kauwhata as an area that will undergo considerable growth in the future. The WDDS, FPS and NWPBC all provide evidence that Te Kauwhata will grow immensely and as a result, sufficient land will be needed to cater for this growth. It is considered that the submission site is primed for development and that the relief sought will greatly improve development capacity within Te Kauwhata allowing for more people to take up residence in the Waikato sub-region in the future.

2.1.5 SUMMARY OF SUBMISSION

Under the Operative Waikato District Plan (OWDP), the submission site is zoned Country Living. Pursuant to Planning Map 14.1 (Te Kauwhata West) of the PWDP the site is also zoned Country Living, indicating the retention of the designated zoning across both the Operative and Proposed District Plans.

As a part of the District-Wide plan review, BSL is requesting the following from the Waikato District Council (WDC):

- Rezoning of the submission site from Country Living to Village; and
- The provision of an exemption regarding minimum net site area requirements for future proposed lots on the submission site. It is sought that the minimum net site area requirements for Activity 24.4.2 (see Table 2-4) be applied to the submission site despite the site not being located within Te Kowhai or Tuakau.

The crux of the submission is the fact that approval of the submission significantly augments the potential lot yield for the site. As shown in Table 2-4 (below), the minimum lot area for proposed lots within the Village Zone (with the exemption applied) is 4000m² less than for General Subdivision within the Country Living Zone (no exemption applied).

TABLE 2-4: SUBDIVISION RULES OF THE COUNTRY LIVING ZONE AND VILLAGE ZONE

Zone + Type of Subdivision	Minimum Lot Size
Country Living Zone 23.4.2 General Subdivision	All proposed lots must have a net site area of at least 5,000m² .
24.4.2 Village Zone 24.4.2 Subdivision – Te Kowhai and Tuakau	Proposed lots connected to public water and wastewater infrastructure must have a minimum net site area of 1,000m² , except where the proposed lot is an Access allotment or reserve lot.

Whilst the PWDP only enables a minimum net site area of 1,000m² for serviceable proposed lots in Te Kowhai and Tuakau, it is considered appropriate for the submission site given the capability of the site to be provided with connections to public potable water and wastewater infrastructure.

If approved, the submission site will be able to cater to a significantly higher lot yield and therefore provide for additional development opportunities in the future. Refer to the concept plan enclosed within Appendix B for an illustrative development of the site under the relief sought within this submission.

2.1.6 BACKGROUND ON SUBMISSION SITE

As the submission site was formally acquired by our client after January of this year (2018), a request for a change in zone was not able to be submitted for consideration prior to notification of the District Plan. Efforts were made by BSL to include the submission site in consultations between the WDC and Te Kauwhata landowners seeking zone changes, however, these were ultimately unsuccessful. As a result, the requested changes are now being addressed through the current submission process where it is considered that a robust case can be made for the sought relief to be granted.

It should be noted that prior to acquisition of the site by our client, subdivision consent (Reference SUB0218/17) for a 5-lot subdivision was granted.

Execution of the subdivision consent is currently on hold pending the outcome of this submission however; supporting reports for the 5-lot subdivision are being reused for this submission given these reports were produced recently (ensuring the findings are still relevant) and are applicable for proposed residential development in the future despite the variation in density.

2.1.7 SITE DESCRIPTION

Background on the submission site is provided as per the following sections:

Location and Surrounds

The submission site is located in Te Kauwhata West approximately 1km from the Te Kauwhata Township. The immediate surrounds of the site vary considerably with low density development to the north and east, large rural lots to the west and higher density development to the south.

Existing Use

The site is currently vacant and therefore is not being actively used (see Figures 2 and 3). The site is unique in that it is one of the largest vacant sites in the Te Kauwhata West area that adjoins a Residential Zone and has direct road access (is not landlocked).

Topography and Site Features

The topography of the site consists of low hill terrain with gentle to moderate sloping down to the southeast into an area of low-lying flat land. Surface water drains to the northeast site corner. With regards to the suitability of the site for residential development, a preliminary geotechnical report has been produced by HD Geotechnical (enclosed within Appendix C) that identified no major geotechnical constraints with the report concluding that the site is suitable for residential development subject to the considerations and recommendations within the report.

In terms of site features, the site is grassed with scattered trees throughout (see Figures 2 and 3). There is also an open drain that runs along the southern boundary of the site.

Planning Controls

Pursuant to the Waikato District IntraMaps service, small portions of the nearby Environmental Protection Area encroach onto the submission site, as well as minor creep from the Residential Zoned land on 114 Travers Road. Because these features do not significantly impact the site it is considered that they will not be adversely affected by the sought relief.



**Figure 3: Aerial view of the Submission site from Travers Road looking west
(Source: Birch Surveyors Limited)**



**Figure 4: Ground View of the Submission site from Travers Road Looking west
(Source: Google Maps)**

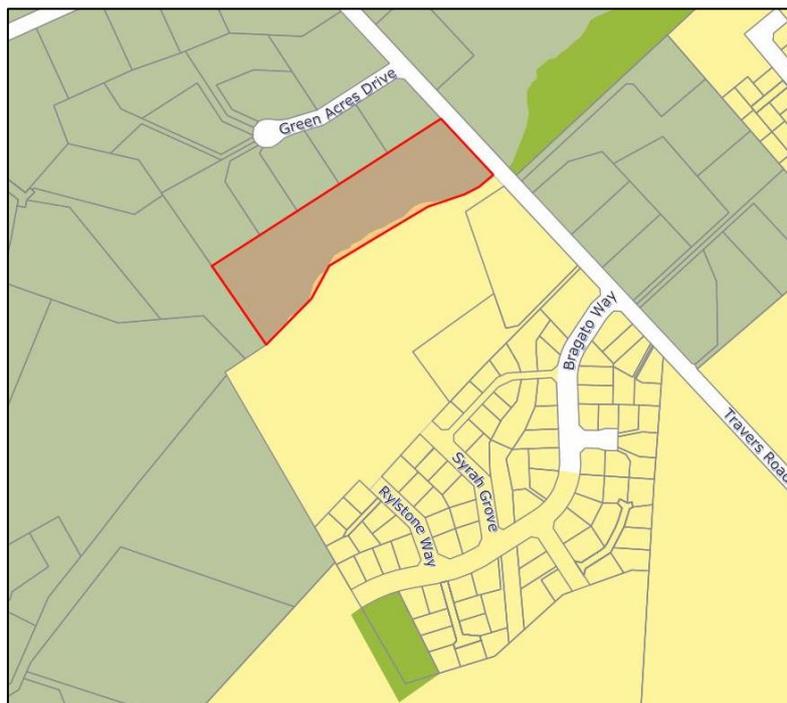
3 SUBMISSION

The basis of this submission is a comprehensive multitude of factors all of which indicate that the relief sought is logical and will not result in the production of adverse effects that are more than minor.

3.1 THE CREATION OF A “TRANSITION ZONE” IN THE SITE SURROUNDS

Analysis of the surrounds of the submission site reveals that the existing development character varies considerably to the north and the south (see Figure 4).

To the north of the site is a cluster development within Green Acres Drive cul-de-sac. These lots are large with an average size of 5,842m². To the south of the site is a denser residential housing development along Bragato Way. These lots are considerably smaller ranging in size between 600m² – 900m² on average. Situated between the Bragato Way development and the submission site is 114 Travers Road which is zoned Residential and therefore has the potential to develop in a similar manner to Bragato Way. The potential for this development to occur is high given Bragato Land Limited are the landowners of 114 Travers Road.



**Figure 5: Development context (lot sizes) surrounding the submission site (in red)
 (Source: Waikato District IntraMaps)**

Given the stark contrast in average lot size between Green Acres Drive and Bragato Way (whom are separated by less than 500m), the submission site presents an opportunity to develop a “transition zone” between the large lots of Green Acres Drive and the smaller lots of Bragato Way. As the minimum lot size sought for the submission site is 1,000m², this minimum fits in well as a transition between the development to the north and south that has already occurred. Suitability to serve as this “transition zone” is bolstered by the vacancy of the site making the lot ideal for rezoning. Furthermore, the site allows for the provision of an increased variety of lot sizes for the future residents of Te Kauwhata.



**Figure 6: Aerial view showing Bragato Way in the foreground and Green Acres Drive in the background
(Source: Birch Surveyors Limited)**



**Figure 7: Aerial view showing Bragato Way in the immediate foreground and Green Acres Drive in the background
(Source: Birch Surveyors Limited)**

3.2 THE ABILITY TO COMPLY WITH THE REGULATORY CONTEXT OF THE VILLAGE ZONE

3.2.1 THE NATURE OF THE VILLAGE ZONE

As per the associated Section 32 Report, the Village Zone can be described as:

“primarily large lot residential that is serviced by public reticulation, or on-site services where public reticulation is not available. Rural views are a key aspect of the context of this zone. The Village Zone does not necessarily appear within a village; some villages may be zoned Residential, Rural or Country Living.”

The s32 Report states that Village Zoning is currently only present within the (previously) Franklin Section of the Waikato District with Village zoned areas identified in the OWDP retained in the PWDP. It is indicated that additional properties have been identified for rezoning with suitability determined on lot size and access to public reticulation. It is highlighted that these properties that may be subject to rezoning are currently zoned Rural, Country Living and Living.

Assessing the nature of the Village Zone (as detailed in the associated s32 Report) against the existing and future context of the submission site, it is clear that the site can fulfil the WDC’s vision for development within the Village Zone. This is outlined on a point-by-point basis below:

- The site has more than sufficient capacity to provide multiple lots complying with the 1,000m² minimum lot size requirements that are sought to be applied to the site. Therefore, it is considered that the desired residential character can be achieved.
- Reticulation is possible given the proximity of the site to the public infrastructure network. Capability is enhanced with the underlying land of the site on a higher platform allowing for discharge by gravity. It is anticipated that service connections will be provided as follows:
- Potable Water: An extension from the watermain that traverses through the Travers Road berm can be developed into the submission site with connections established to service the individual lots.
- Wastewater: Wastewater is proposed to be managed through connections to the existing public network. Currently, the closest wastewater system is located approximately 250m away, servicing the Bragato Way development to the south. However, the developers of Bragato Way (Bragato Land Limited) are also the landowners of 114 Travers Road upon which the submission site adjoins on the southern boundary. Given Bragato Land Limited has openly indicated that the 114 Travers Road site will be used for residential development, wastewater connections will shift considerably closer to the submission site after development of 114 Travers Road occurs. At this point, there will be opportunities to establish wastewater connections within the vicinity of the submission site. To service future proposed lots, it is anticipated that all proposed lots will discharge wastewater (through gravity) from the site to the public system via a rider main.
- Stormwater: Stormwater is proposed to be managed on-site. The geotechnical report (enclosed within **Appendix C**), indicates that on-site soakage is not appropriate due to underground conditions, therefore stormwater detention tanks will be utilised.
- Other Services (Power and Telecommunications): Power and telecommunications will be provided from Travers Road.

- The ability to provide services to the site is notable as the WDC openly acknowledges that villages are generally un-serviced and accepts that significant infrastructure investment is typically required to service Villages. This is not the case with the submission site and serves as the basis on which the exemption regarding minimum net lot area is requested. As service connections can be established without significant constraints (as required in Village Zone subdivision in Te Kowhai and Tuakau involving serviced lots), it is considered that no barriers exist for why this standard cannot be applied to the submission site.
- Whilst the site is not contained within a village, the WDC states that sites that may be subject to Village rezoning are currently zoned Rural, Country Living and Living.

3.2.2 CONSISTENCY WITH THE DESIRED HIERARCHY OF ZONES

From analysis of the existing Village zoned areas within the Waikato District it appears that two types of Village zoned areas exist:

- 1) Large sections of Village zoned areas e.g., eastern Tuakau and eastern Pokeno; and
- 2) Typical village settings that are small (but still vary in size) and are scattered throughout the District e.g., Port Waikato.

The submission site fits neither 1) or 2) but is a hybrid of both. The site is small in size compared to the entire Village sections of Tuakau/Pokeno but is sizeable as a single lot compared to many of the lots that comprise the small village settings.

In addition, the site currently adjoins Residential zoned land. This is comparable to Tuakau/Pokeno whereby a clear hierarchy of zones is present. The land immediately surrounding the town centre is zoned Residential allowing for the highest densification with Village zoned land on the periphery. The site would achieve the consistency with the hierarchy of zones as the transition zone between the Residential zoned land to the south and the Country Living land to the north.

3.2.3 ANALYSIS AGAINST THE OBJECTIVES AND ASSOCIATED POLICIES OF THE VILLAGE ZONE

An assessment of the potential development of the submission site against the relevant Objectives and Policies of Part 4.3 Village Zone within Chapter 4: Urban Environment is contained below:

4.3.1 – VILLAGE ZONE CHARACTER - OBJECTIVE

- a) *The character of the Village Zone is maintained.*

4.3.2 – CHARACTER - POLICY

- a) *Buildings and activities within the Village Zone are designed, located, scaled and serviced in a manner that:*
 - i. *Is low density;*
 - ii. *Maintains the semi-rural character;*
 - iii. *Recognises lower levels of infrastructure and the absence of Council wastewater services.*
- b) *Require activities within the Village Zone to be self-sufficient in the provision of on-site water supply, wastewater and stormwater disposal, unless a reticulated supply is available.*

4.3.3 – FUTURE DEVELOPMENT – TUAKAU AND TE KOWHAI - POLICY

- a) *Buildings and access are located in a position to enable future subdivision and development in Tuakau and Te Kowhai when infrastructure and services becomes available.*
- b) *Ensure buildings are positioned in a manner that provides for transition from large lots to smaller lots in Tuakau and Te Kowhai.*

Comments:

As demonstrated in section 3.2, the submission site is capable of achieving the Village Zone character sought by the WDC. Whilst a reduced minimum net lot area is sought, (on the basis of the sites capability to be serviced) it is still considered that sufficient area is available to develop the land in such a manner that can be identified as low density. Examining the surrounding environment, it is evident that that the area is on the urban-rural periphery of Te Kauwhata West. This observation is relevant given the variety of development types in the immediate surrounds. Whilst the development at Green Acres Drive and Bragato Way vary considerably with regards to lot size, it is offered that semi-rural character is still realised in both developments despite the contrasting densities. Figure 7 shows an aerial view south towards Bragato Way, it is considered that despite the development to date (and the future anticipated development to come), the features inherent in a semi-rural environment (open pastoral landscape, strong presence of vegetation, varied landform) will be safeguarded.



Figure 8: Aerial view looking south towards Bragato Way (Source: Birch Surveyors Limited)

The low levels of surrounding infrastructure typically associated with the Village Zone is acknowledged, however establishing connections to the submission site for all services is considered feasible with the exception of stormwater which will be managed on-site. Details on the

proposed servicing arrangement are provided in sub-section 3.2.1 where it is established that servicing of the submission site is both possible and able to occur without significant constraint.

Policy 4.3.3, whilst directed towards future development in Te Kowhai and Tuakau, is relevant for the submission site given a key element of the sought relief is the application of minimum net lot requirements for Te Kowhai and Tuakau to be applicable to the submission site. Wording from Policy 4.3.3 is interesting in that it references the future availability of services, and a downscaling in lot size. With regards to this submission, these aspects support the relief that is sought given the development of the adjoining property (114 Travers Road), enables the servicing of the submission site shifting existing public infrastructure closer. In addition, an exemption is sought to allow for reduced minimum net lot area requirements as the site can be serviced. With regards to Policy 4.3.3, the vacancy of the site allows for the provision of smaller lots from the outset in a manner that is congruent with the existing (and future) development context of Te Kauwhata West.

4.3.4 - VILLAGE BUILT FORM AND AMENITY - OBJECTIVE

- a) *Neighbourhood residential amenity values in the Village Zone are maintained.*

4.3.5 - BUILDING SETBACK - POLICY

- a) *Maintain existing and promote new vistas and views between buildings in the Village Zone when viewed from a road.*

4.3.6 - FRONT SETBACK CHARACTER - POLICY

- a) *Maintain the existing character of streets.*

4.3.7 - EXCESSIVE BUILDING SCALE - POLICY

- a) *Enable development to exceed height, bulk and form only where it is in keeping with the amenity values of the street.*

4.3.9 - HEIGHT OF BUILDINGS - POLICY

- a) *Ensure building height does not result in loss of privacy or cause over shadowing on adjoining sites or detract from amenity of the area.*

4.3.10 - DAYLIGHT AND OUTLOOK - POLICY

- a) *Maintain adequate daylight and enable opportunities for passive solar gain by providing for the progressive reduction in the height of buildings the closer they are located to a boundary, except a road boundary.*
- b) *Require the height, bulk and location of development to maintain sunlight access and privacy, and to minimise visual dominance effects on adjoining sites.*

Comments:

As the submission site can be developed to provide for multiple lots all of which have a minimum of 1,000m², it is considered that neighbourhood residential amenity values are both able to be established and maintained on the site.

A flow on effect of demonstrating compliance with minimum lot size requirements is the increased capacity to provide appropriate amenity. Future dwellings will be in compliance with the bulk and location controls for the Village Zone and as such should not adversely affect the adjoining lots.

Given the site is vacant; the entirety will be used solely for residential activities maintaining this function as is sought within the Village Zone.

4.3.14 - EARTHWORKS - OBJECTIVE

a) Earthworks facilitate subdivision, use and development.

4.3.15 - EARTHWORKS - POLICY

a) Manage the effects of earthworks to ensure that:

i. Erosion and sediment loss is avoided or mitigated;

*ii. Changes to natural water flows and established drainage paths are avoided or mitigated;
and*

iii. Adjoining properties and public services are protected.

b) Ensure they fill material brought to site is suitable for its purpose.

c) Manage the amount of land being disturbed at any one time to avoid, remedy or mitigate adverse construction noise, vibration, odour, dust, lighting and traffic effects.

d) Subdivision and development occurs in a manner that maintains fundamental shape, contour and landscape characteristics.

e) The ground is geo-technically sound and remains safe and stable for the duration of the intended land use.

Comments:

Based on the preliminary geotechnical report (enclosed within **Appendix C**), it was identified that required earthworks should be minimal as the site does not contain large scale instability. As a result, it is considered that managing future earthworks to avoid and mitigate any adverse effects is achievable.

3.3 SUMMARY

The unpacking of the basis of this submission has provided a robust case justifying why the sought relief is necessary and the multiple associated benefits. The case was presented with analysis of the submission site on a micro and macro level.

On the ground and within the immediate context the site is primed for development. The vacant nature of the site and the varied existing development provide a context in which the site can be developed a manner that will ensure congruency with what exists allowing for a natural transition from the higher density of Bragato Way outwards to the lower density development of Green Acres Drive and beyond. A side-benefit of providing a transition zone is the provision of a variation in lot sizes for future residents.

Shifting focus to analysis on a macro level, compliance has been demonstrated with the stated characteristics of the Village Zone and the relevant objectives and policies. The vacancy of the site provides significant potential for development to occur in the manner sought by the WDC and the capacity to be serviced enhances this providing strong justification to allow for a minimum lot size of 1,000m².

The basis for the submission concluded highlighting the anticipated role of Te Kauwhata in the Waikato sub-region as outlined in various strategic documents. The common theme in the analysis of these documents was the significant growth that Te Kauwhata will undergo and the necessity to ensure sufficient capacity is present to provide for this growth when it does occur.

In summary, this submission presents an extensive argument for the granting of the sought relief. The basis for the submission is logical and demonstrates without a doubt that the sought relief (and associated development) will not result in the production of adverse effects that are more than minor.

4 RELIEF SOUGHT

The relief sought for the submission and the rationale behind the submission are outlined below:

4.1 RELIEF SOUGHT

On behalf of Z & Z Developments Limited Partnership, the following relief is sought by Birch Surveyors Limited from the Waikato District Council:

- 1) Live rezoning of the entirety of the 3.0215 ha site at 102 Travers Road, Te Kauwhata from the Country Living Zone (current) to the Village Zone (sought).
- 2) The provision of an exemption allowing for a minimum net site area of 1,000m² for future proposed lots on the submission site.

4.2 RATIONALE BEHIND THE SUBMISSION

The rationale behind the relief sought is summarised as per the categorised list below:

4.2.1 TRANSITION ZONE

- 1) The sought relief creates a transition zone appropriately bridging existing development to the north (Green Acres Drive) and south (Bragato Way);
- 2) The submission site is vacant and is therefore primed for rezoning;
- 3) The sought relief allows for the increased provision of diversity in lot size in Te Kauwhata;
- 4) The sought relief greatly augments the lot yield of the site for future development;

4.2.2 COMPLIANCE WITH THE REGULATORY CONTEXT OF THE VILLAGE ZONES

- 5) The site and associated future development can comply with the underlying nature of the Village Zone (semi-rural character can be safeguarded and services can be provided);
- 6) Rezoning of the site is consistent with the manner in which Village Zone has been designated in Tuakau and Pokeno whereby a clear hierarchy of zones is present;
- 7) Compliance with the relevant Objectives and Policies of the Village Zone can be achieved;

4.2.3 THE ANTICIPATED ROLE OF THE TE KAUWHATA FUTURE GROWTH

- 8) Te Kauwhata has been identified as an area in the Waikato sub-region that will experience significant future growth in multiple strategic documents indicating the necessity to ensure development capacity is available;

5 SUMMARY

The proposed rezoning and provision of an exemption for minimum net lot size for 102 Travers Road, Te Kauwhata represents a logical shift for the submission site. As this submission has demonstrated, the sought relief will allow for future development that will produce significant benefits both localised in Te Kauwhata but also realised in the Waikato sub-region.

Any opportunity to discuss this submission with Council is welcomed whereby it is hoped a collaborative working relationship can be established between both parties.

Yours sincerely



James Oakley

Graduate Resource Planner

Grad. NZPI, RMLA, UDF

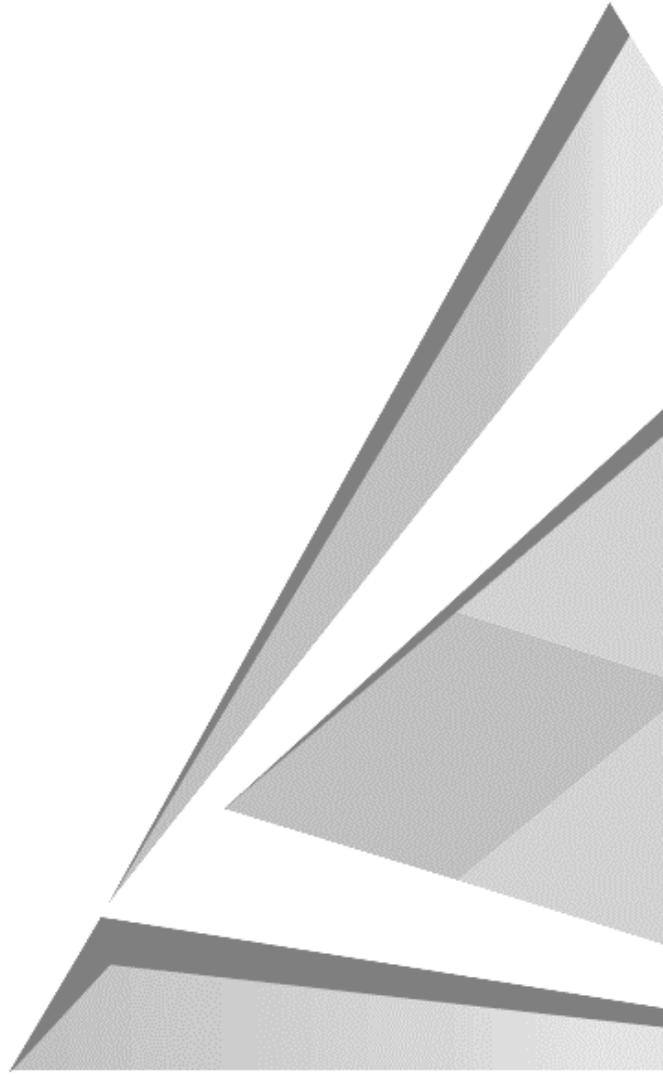


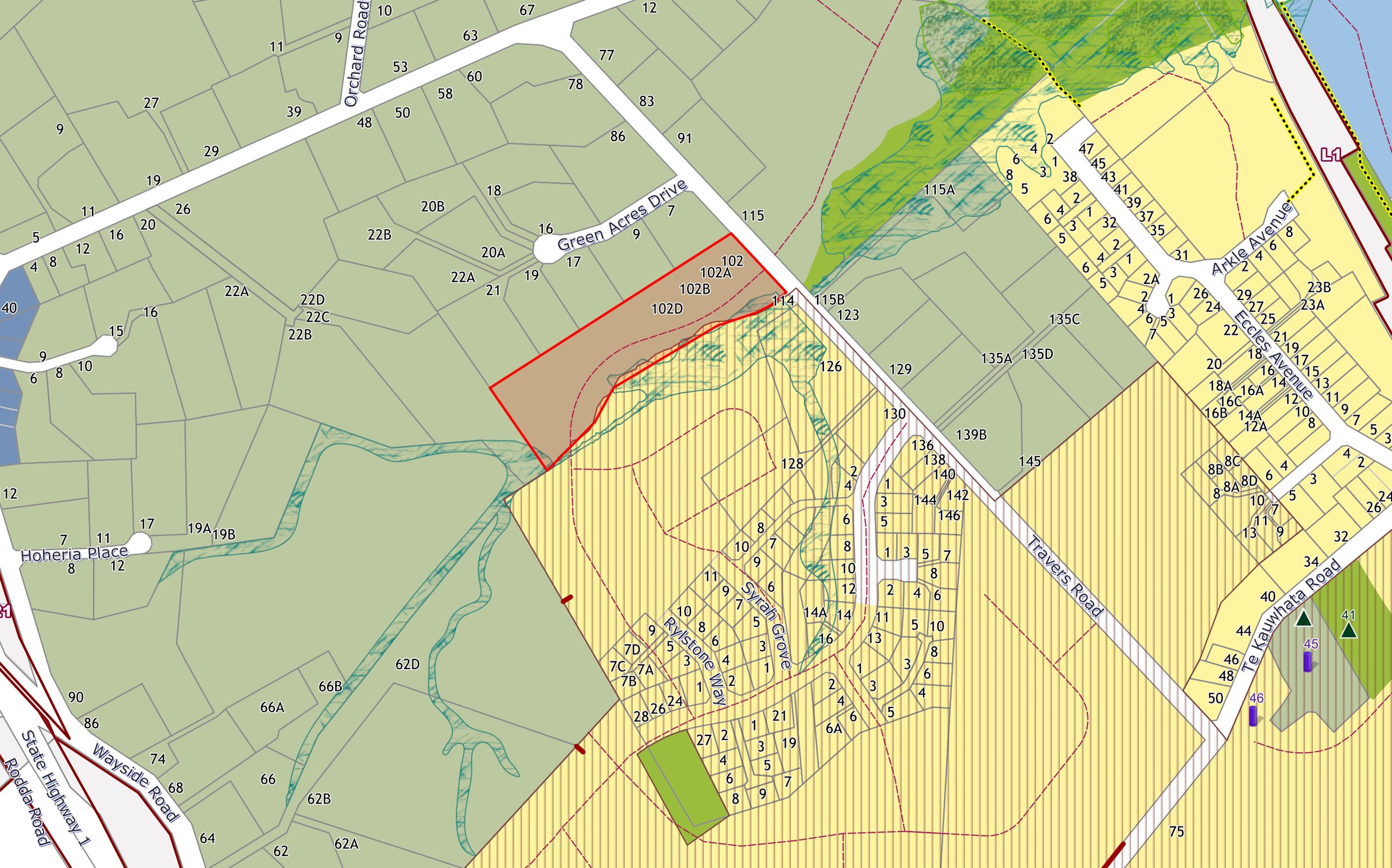
Angina Lal

Senior Licensed Cadastral Surveyor

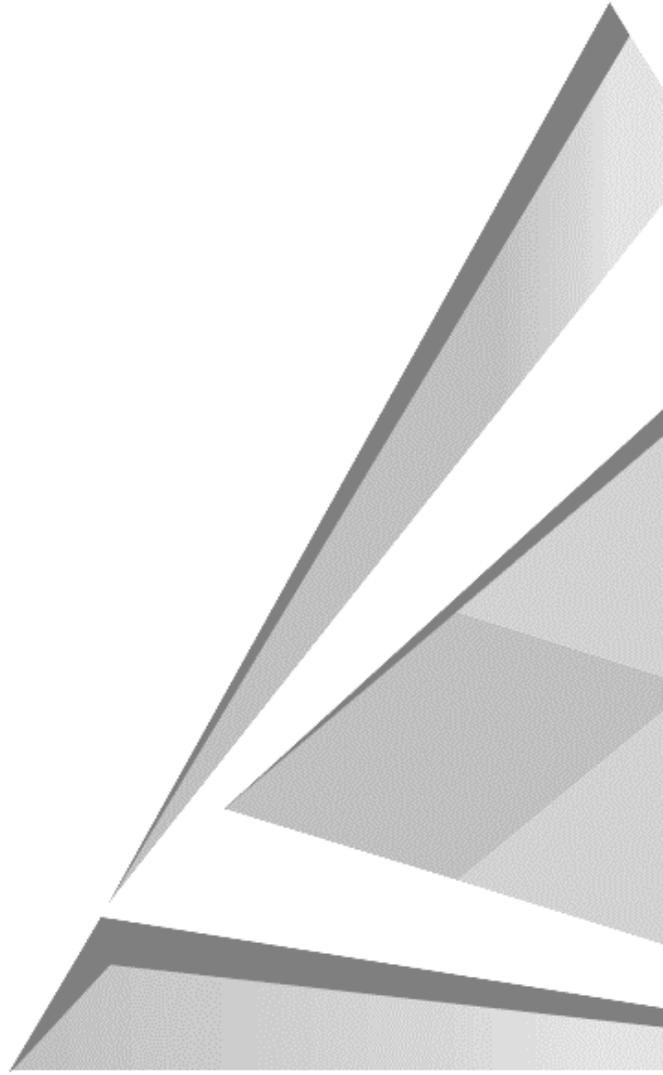
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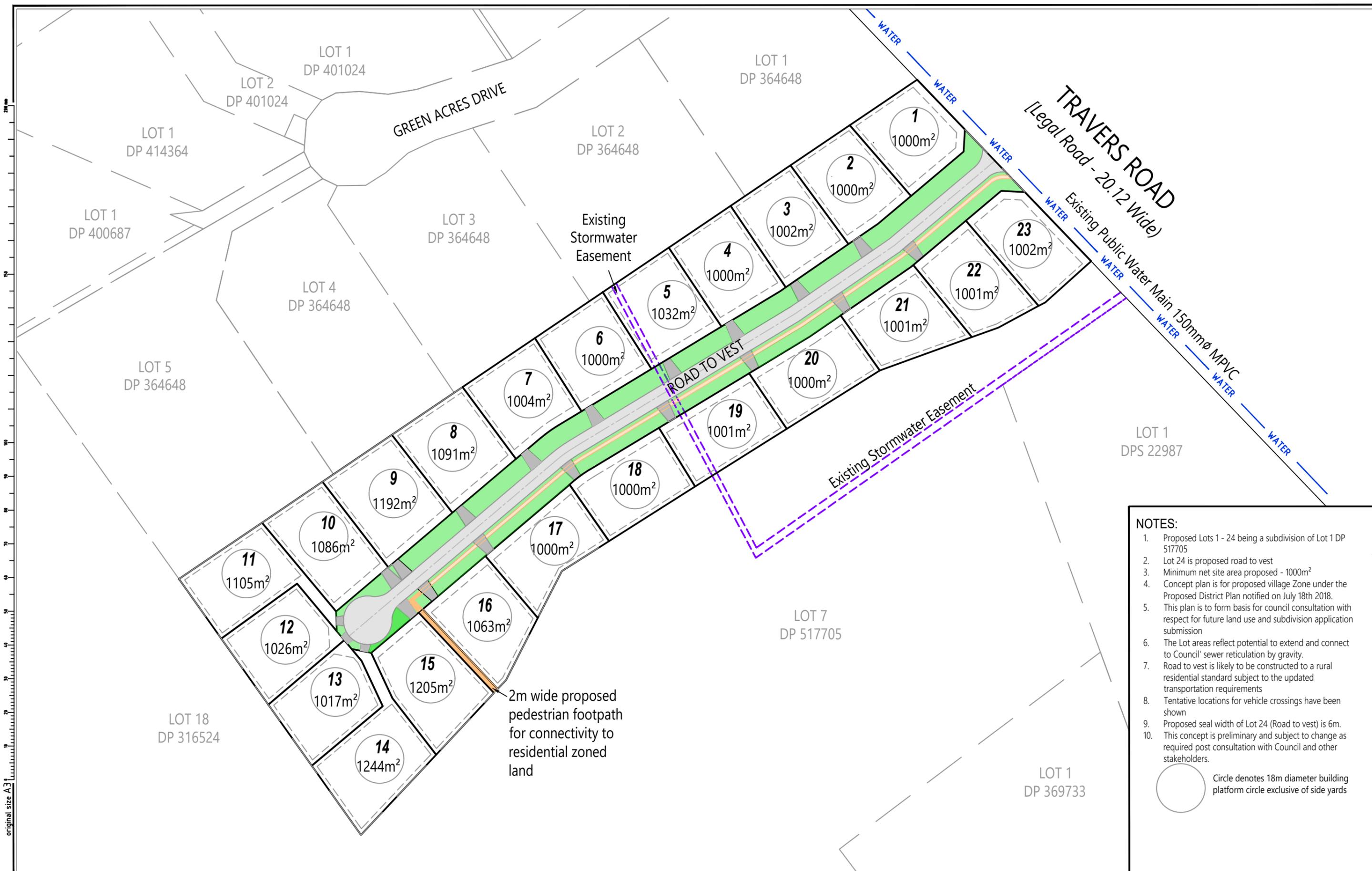
APPENDIX A LOCALITY PLAN





APPENDIX B CONCEPT PLAN BIRCH SURVEYORS LIMITED





- NOTES:**
- Proposed Lots 1 - 24 being a subdivision of Lot 1 DP 517705
 - Lot 24 is proposed road to vest
 - Minimum net site area proposed - 1000m²
 - Concept plan is for proposed village Zone under the Proposed District Plan notified on July 18th 2018.
 - This plan is to form basis for council consultation with respect for future land use and subdivision application submission
 - The Lot areas reflect potential to extend and connect to Council' sewer reticulation by gravity.
 - Road to vest is likely to be constructed to a rural residential standard subject to the updated transportation requirements
 - Tentative locations for vehicle crossings have been shown
 - Proposed seal width of Lot 24 (Road to vest) is 6m.
 - This concept is preliminary and subject to change as required post consultation with Council and other stakeholders.
- Circle denotes 18m diameter building platform circle exclusive of side yards



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ISSUE	DATE	AMENDMENT	BY	APPD
-	-	-	-	-

SURVEYED	--	DD-MM-YYYY
SURV. CHECKED	--	DD-MM-YYYY
DESIGNED	--	DD-MM-YYYY
DES. CHECKED	--	DD-MM-YYYY
DRAWN	--	DD-MM-YYYY
DWG. CHECKED	--	DD-MM-YYYY
PROJECT MANAGER	A LAL	31/7/2018

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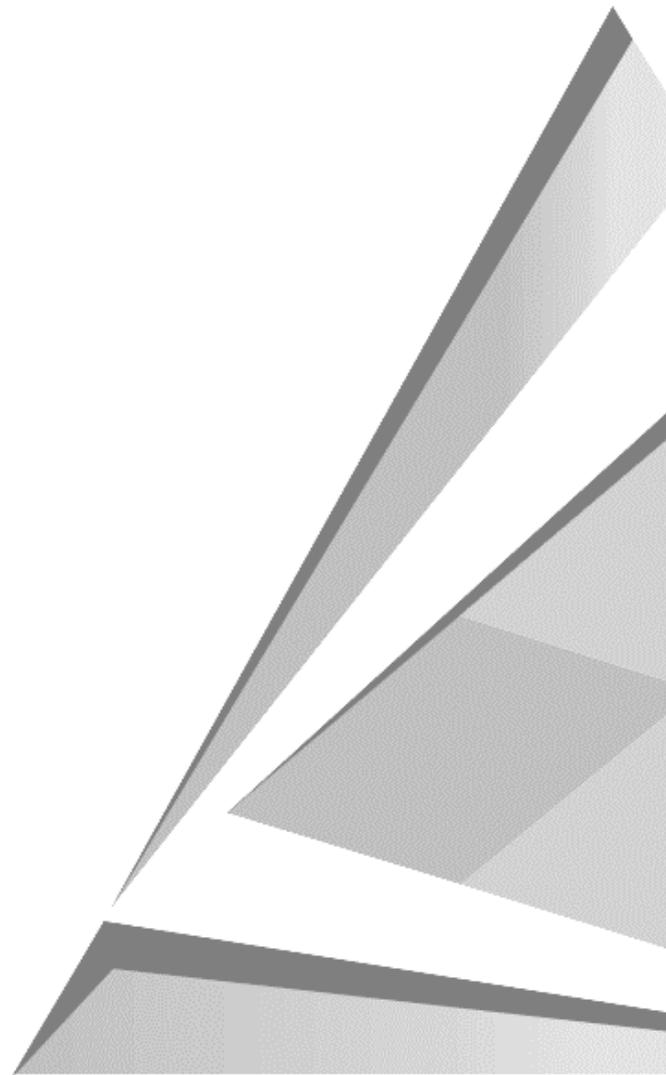
CONCEPT FOR PROPOSED VILLAGE ZONE
102 TRAVERS ROAD, TE KAUWHATA
PREPARED FOR: Z & Z DEVELOPMENTS LTD

ORIGINAL SCALE A3:	1:1250
DWG No:	CP -100
PROJECT #:	4371
REV	A

APPENDIX C

PRELIMINARY GEOTECHNICAL REPORT

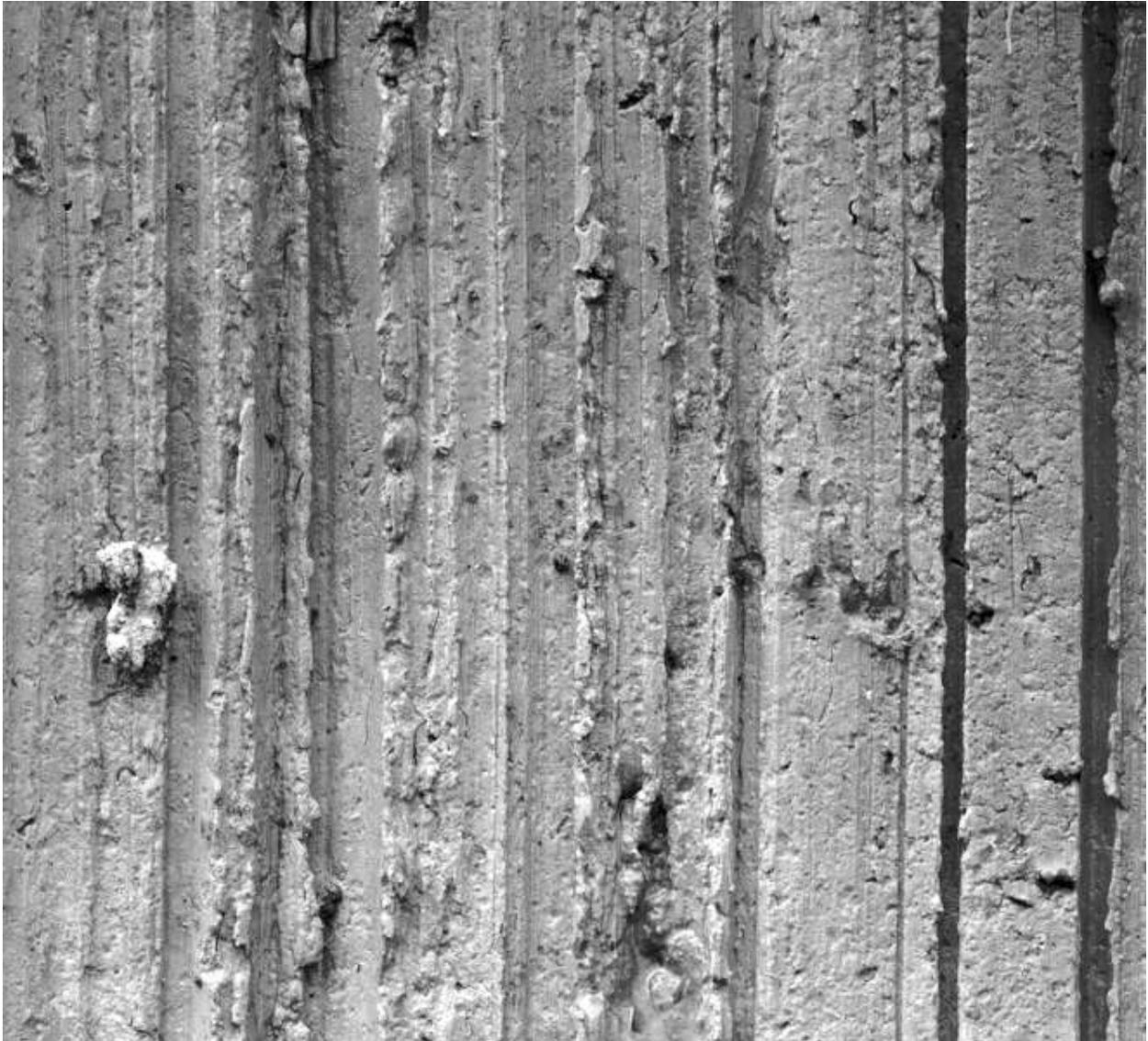
HD GEOTECHNICAL





HD Geotechnical
PO Box 27012 Garnett Ave 3257
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Project No: HD348
Bragato Land Ltd
114 Travers Road, Te Kauwhata
8 March 2017



SUBDIVISION OF 114 TRAVERS ROAD, TE KAUWHATA

PRELIMINARY GEOTECHNICAL REPORT

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Introduction

HD Geotechnical have been engaged by Bragato Land Limited to undertake a suitability assessment of the Living Country Zone subdivision at 114 Travers Road, Te Kauwhata. It is proposed to subdivide the site into five rural residential lots. This report is intended to be submitted to Waikato District Council in support of the application for subdivision.

While there are engineering considerations to be further defined by investigation, and designed for at engineering approvals stage (as detailed in this report), there are no major geotechnical constraints and the site is considered to be suitable for residential development subject to the considerations and recommendations in this report.

Scope

The scope of this assessment included scattered testing of ground conditions to broadly characterise the geology of the site, identify any major geotechnical constraints and to determine the suitability of the site for rural residential development. Testing included the following:

- Walkover of the site by an engineering geologist to identify geomorphological features and constraints to development.
- Machine dug investigation pits in three locations with strength testing to determine shallow ground conditions.

Site description

The Travers Road subdivision lies to the west of the Te Kauwhata township. The site is accessed by Travers Road to the northeast and is bound by rural residential lots to the northwest and rural land to the southwest and southeast. The site covers an area of approximately 3.8 ha. Topography consists of gently to moderately sloping low hill terrain which generally slopes down to the southeast into an area of low-lying flat land. Surface water drains to the northeast site corner. The land is currently utilised as pastoral farmland.

Geological Setting

The site is situated on a rolling hill mapped as the Whangamarino Formation of the Walton Subgroup, consisting of slightly pumiceous clays, gravel and pumice silt and sand. A layer of weathered volcanic ash often mantles the Walton Subgroup in this area and can be several metres thick. The low-lying area to the southeast of the site is mapped as swamp deposits, consisting of soft, dark brown to black, mud, muddy sand, muddy peat and peat.

Ground conditions

Ground conditions within the investigation pits were described as follows:

- IP1 and IP2 consist of topsoil up to 0.5m with hard silt to the base of the investigation pits at 1.2m and 1.3m respectively. No groundwater was encountered.
- IP3 consists of topsoil to 0.5m with stiff silt, sandy silt and silty sand to the base of the pits. Groundwater was encountered at a depth of 1.2m with fluctuation to 0.8m evident by iron staining.

Shear vane testing in IP1 and IP2 did not penetrate the material indicating an undrained shear strength >200kPa. Shear vane results in IP3 were 84kPa with a residual strength of 16kPa showing the material was stiff and sensitive.

Test pits were backfilled using the recovered material and track rolled in place.

The site plan of the investigation is included in Appendix A.

Geotechnical assessment

GENERAL

This assessment is a collection of general information and advice to establish the suitability of the site for residential development based on the results of the investigation. Further work will be required for design of the development as detailed below. Once the development design proposals are underway, further geotechnical testing and assessment may be required.

The ground conditions encountered on site are generally suitable for residential development.

STABILITY

There are no indications of large scale instability at the site, or in the immediate surrounding area. Observed instability in the area tends to be shallow creep on steeper slopes and is often associated with springs and saturated soils. The slopes on the site are gentle to moderate and, based on the plans provided and indication that earthworks will be minimal (access road only), there are not expected to be any significant restrictions due to instability.

FOUNDATIONS

The test results show that in general across the elevated area of the site, where building circles have been shown, ground conditions are likely to be suitable for shallow foundations. If deep cuts are proposed, the more sensitive Walton Subgroup materials may be exposed which would mean that the foundation conditions are less favourable but still suitable for residential building. Specific engineering advice should be sought for cuts proposed as part of the development. It is likely that the risks from the more sensitive soils could be mitigated with raft foundations, relatively shallow undercuts or a combination of both.

WASTEWATER DISPOSAL

The site is appropriate for the disposal of wastewater on site. Using an assumed four bedroom house and the soils on site, either a primary or secondary system will fit. Specific design will be required as part of the building consent process. We have used the following inputs to determine a likely area for determining if there is enough space for a disposal field:

- A four bedroom house (6 person occupancy) has been assumed.
- The soils on all lots in the assumed disposal areas are clayey ash soils with relatively low permeability. For design in accordance with AS/NZS 1547 the soils encountered on site were generally consistent with category 4 (“clay loam”).
- The area needed for the assumed situation is 150m². There is enough space for disposal areas plus allowance for a 100% reserve area.

Disposal systems should be located a minimum separation of 10m from any open drains. Open drains have been identified running north-west to south-east centrally through the subdivision area and adjacent to the southern boundary (identified as easements A to C on the subdivision plan). Setback of the disposal field from the identified flow zone will also be required.

STORMWATER MANAGEMENT

Given the indications of shallow depths to the groundwater table and the anticipated low permeability of the soils encountered during the investigation disposal of stormwater flows by soakage is unlikely to be achievable. Disposal of stormwater flows within each lot through stormwater detention tanks is recommended. Detention tanks are required to detain the stormwater flows from the roof of the building and slow release them to a disposal area within the property. The upper portion of the tank can be used for detention by installing a restricted orifice which discharges the detained stormwater to a shallow dispersal swale. Calculations based on the proposed roof and impermeable area will be required at the building consent for each lot to determine the required detention volumes and discharge rates.

ACCESS LANE

Currently the road pavement design has not been completed and so subgrade levels are not known. However, subgrades in the ash fill material encountered on site will typically have a CBR >5 and standard pavements with minor undercutting are likely to be appropriate. Once the design of the subdivision is complete, testing should be undertaken and the pavement requirements confirmed.

Summary

The site subdivided as proposed is likely to be suitable for the proposed rural residential development with the following considerations:

- Specific testing is required for subdivision structures or areas of cut or fill.
- Confirmation of pavement CBR for the roads and pavement design.
- Assessment and design of other geotechnical elements.
- Specific testing and foundation assessment is required for each building platform.
- Specific testing and assessment for stormwater and wastewater disposal is required for each lot.

During construction, construction observation and testing will be required to enable certification of the fill, pavements and any subdivision structures.

Limitation

This report has been prepared for our client, Bragato Land Limited for the purpose detailed above and may not be relied on by any other party or for any other purpose. This report contains a preliminary assessment to establish suitability for subdivision based on a site walkover and testing in discrete locations. Further testing and assessment is required prior to finalising the development proposals for the site. Inferences about the conditions at the site have been made based on the testing undertaken and our understanding of the geological environment in which the site lies. We recommend that a geotechnical engineer is engaged to provide input into the design of the development and to undertake further testing, assessment and design and to observe works during site preparation.

APPENDIX A

SITE PLAN



Green Acres Drive

Travers Road

Access Lot

Lot 1

Lot 2

Lot 3

Lot 4

Lot 5



 - Investigation Pit



PROJECT:
114 Travers Road

PROJECT NO:
HD384

CLIENT:
Jetco Waikato Limited

TITLE:
Siteplan

SCALE:

Drawing No:
HD384/01

Drawing by:
SA

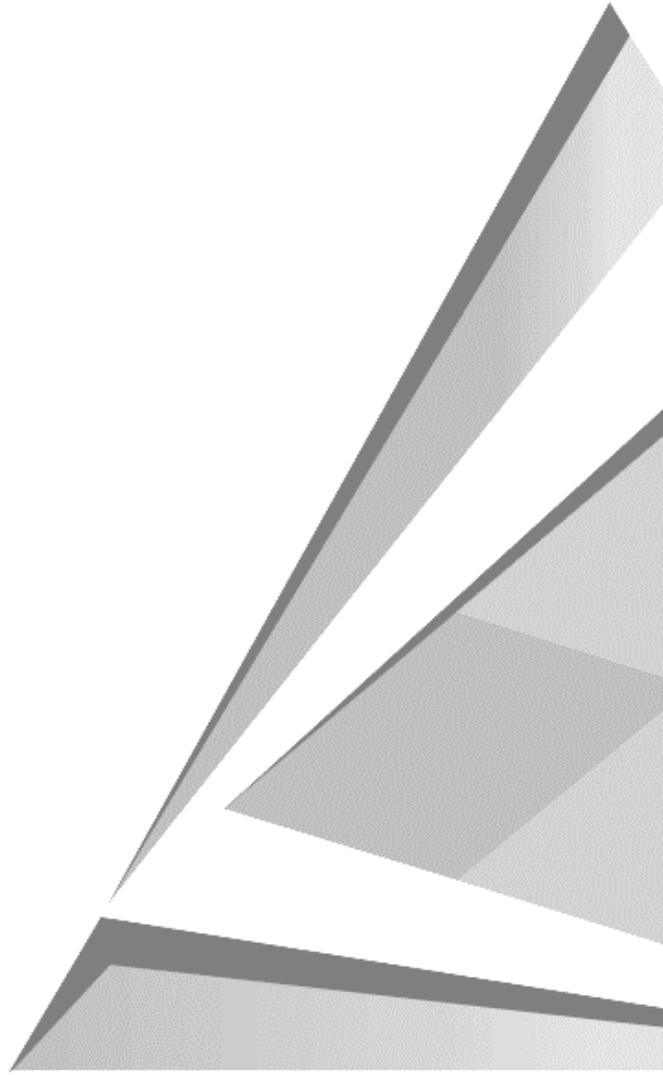
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APPENDIX D

LETTER FROM DEVELOPER

Z & Z DEVELOPMENTS LIMITED



2 October 2018

Waikato District Council

Attn: Planning Technician

Private Bag 544

Ngaruawahia 3742

To Whom It May Concern,

SUBMISSION SUPPLEMENT DOCUMENT

While we have engaged Birch Surveyors to represent our view professionally, we thought it may be appropriate to prepare a short letter from us personally, as a supplementary document. Firstly, thank you for taking the time to review the proposal prepared by Birch on our behalf.

We hold a parcel of land in Te Kauwhata that is nestled between 5000m² life style sections and residential sections that range between 600m² and 900m² in Travers Road. The property has a resource consent to currently subdivide into 5000m² lots. We are developers and intend to develop the land, either under the existing consent on the land or under a new consent should your review prove favourable to our cause and we have the opportunity to lodge a new consent for consideration.

Our land borders residential and lifestyle land. To our way of thinking, it does not seem out of order for a measured transition zone to exist between the two boundaries whereby a village zone approach is taken to the land we hold.

From an aesthetic point of view, we do not believe we will hinder the view of the country side any further given the substantial residential development already on the street. From a services point of view, there is already residential connectivity close by and this has the potential to come closer when the neighbour develops the potential 49 lot subdivision they are in the process of preparing resource consent on now.

We understand that WDC is investing considerably in infrastructure for Te Kauwhata. Should you review our proposal favourably then this site will provide further economic recovery of that investment via increased quantity and value of development contributions.

We appreciate that all factors must be taken into consideration when a decision like this is made and we are confident that you will do so. We will respect and abide by the decision handed down by WDC.

We thank you for the opportunity to make a submission.

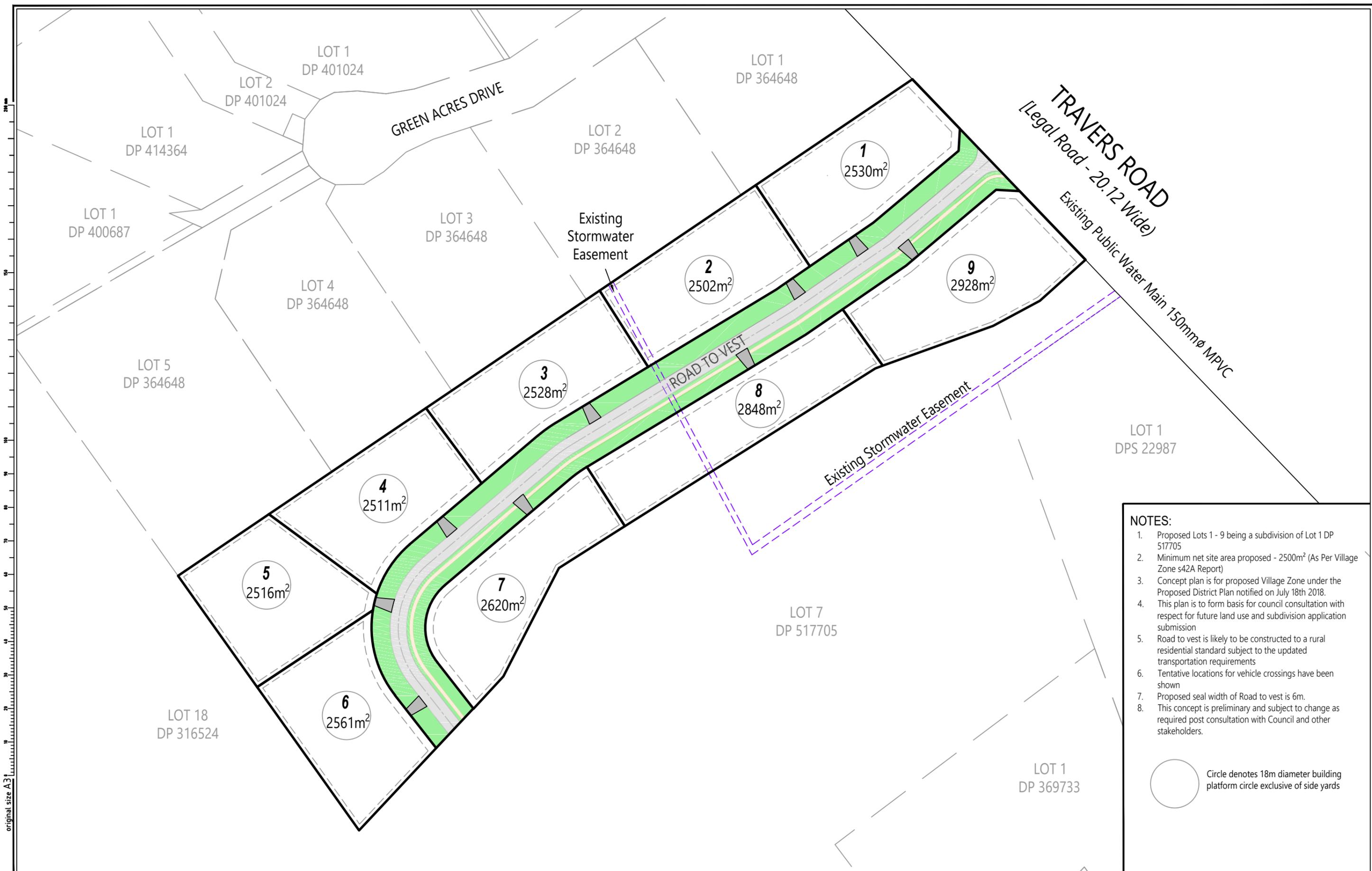
Kind Regards,



Steven Mundy

Director, Z Management Ltd, General Partner to Z & Z Developments LP

Appendix C
Concept Plan



- NOTES:**
- Proposed Lots 1 - 9 being a subdivision of Lot 1 DP 517705
 - Minimum net site area proposed - 2500m² (As Per Village Zone s42A Report)
 - Concept plan is for proposed Village Zone under the Proposed District Plan notified on July 18th 2018.
 - This plan is to form basis for council consultation with respect for future land use and subdivision application submission
 - Road to vest is likely to be constructed to a rural residential standard subject to the updated transportation requirements
 - Tentative locations for vehicle crossings have been shown
 - Proposed seal width of Road to vest is 6m.
 - This concept is preliminary and subject to change as required post consultation with Council and other stakeholders.
- Circle denotes 18m diameter building platform circle exclusive of side yards



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B	02/2021 HEARING CONCEPT
ISSUE	DATE
AMENDMENT	

SURVEYED	--	DD-MM-YYYY
SURV. CHECKED	--	DD-MM-YYYY
DESIGNED	--	DD-MM-YYYY
DES. CHECKED	--	DD-MM-YYYY
DRAWN	--	DD-MM-YYYY
DWG. CHECKED	--	DD-MM-YYYY
PROJECT MANAGER	A LAL	31/7/2018

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CONCEPT FOR PROPOSED VILLAGE ZONE
102 TRAVERS ROAD, TE KAUPHATA
PREPARED FOR: Z & Z DEVELOPMENTS LTD

ORIGINAL SCALE A3:	1:1250
DWG No:	CP -100
PROJECT #:	4371
REV	B

Appendix D
Integrated Traffic Assessment

102 Travers Road, Te Kauwhata

**Proposed Rezoning from Country
Living to Village**

**Integrated Transport Assessment
February 2021**



DOCUMENT CONTROL

Project: 102 Travers Road, Te Kauwhata: Residential Subdivision
Client: Z & Z Developments Ltd
Report: Integrated Transport Assessment
Date: February 2021
Report Version: 3
Report Status: Final
Project Number: 20038
Distribution Method: Electronic

Version	Status	Distribution Method	Issued to	Date	Prepared by	Approved by
1	Draft	Electronic	Angina Lal – Birch Surveyors Ltd	15/2/2021	T Hills	T Hills
2	Draft	Electronic	Angina Lal – Birch Surveyors Ltd	16/2/2021	T Hills	T Hills
3	Final	Electronic	Angina Lal – Birch Surveyors Ltd	16/2/2021	T Hills	T Hills

Report Prepared for Issue and Approved by: _____



16/2/2021

Tara Hills
MSc(Hons)(Tech), BSc, CMEngNZ, CPEng

Direction Traffic Design Ltd
2 Balfour Crescent
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APPENDIX A: Scheme Plan

APPENDIX B: Operating Speed, Traffic Count Data

APPENDIX C: CAS Data

1.0 Introduction

This Integrated Transport Assessment relates to a proposed zone change from country living to village at 102 Travers Road, Te Kauwhata. The site is located between the Waikato Expressway and Te Kauwhata, as shown in Figure 1. The proposed rezoning would allow the development of up to 9 lots at this site. Development at this site would be accessed via a new road off Travers Road. An indicative scheme plan for the rezoned site is shown in Figure 2 and Appendix A.



Figure 1: Site location



Figure 2: Indicative scheme plan

This report considers the potential traffic impacts of rezoning this site from country living to village. The impact of the rezoning on traffic safety and efficiency are considered, and the accessibility of the site is discussed.

This report finds that development of the site in accordance with the proposed rezoning can be undertaken in a manner which will not result in any noticeable adverse traffic effects. This report therefore supports the proposed rezoning.

2.0 Existing Environment

The site is located at 102 Travers Road, between Te Kauwhata and the Waikato Expressway, as shown in Figure 1. The site is currently in pasture and slopes down to the southeast.

The surrounding land use is country living on all sides except for land to the southeast which is farmland. The surrounding land zoning is country living all sides except for land to the southeast which is residential, as shown in Figure 3. Council’s planning maps indicate that the site roading network should connect through to Bragato Way, as shown in Figure 4.

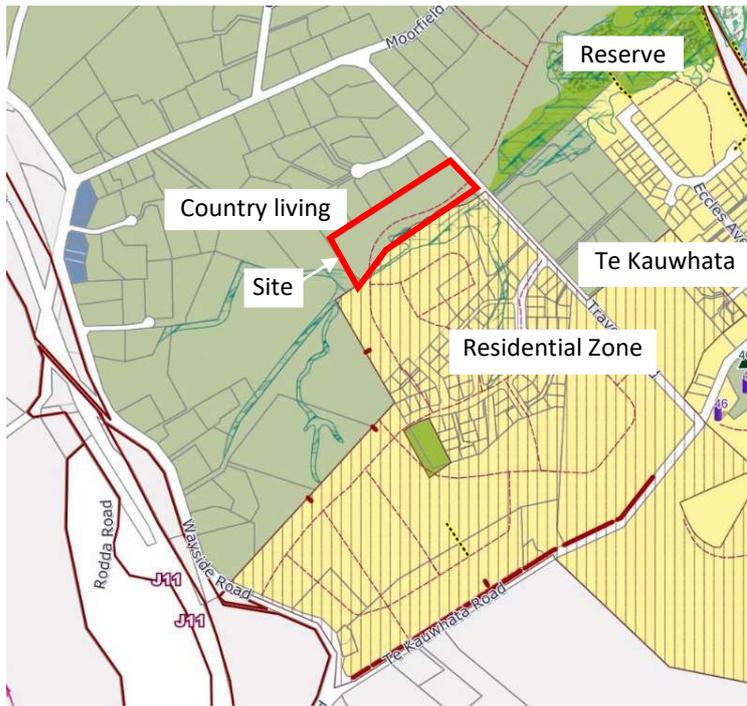


Figure 3: Site zoning



Figure 4: Planning map infrastructure overlay

The site is located on the southwest side of Travers Road. Adjacent intersections include Green Acres Drive, approximately 120 m to the northwest of the site, and Bragato Way, approximately 250 m to the southeast of the site.

Travers Road

Travers Road is a local road which services the country living zone to the west of Te Kauwhata. The average annual daily traffic (AADT) is 909 vehicles per day (vpd) with 4% heavy commercial vehicles (HCV) (Mobile Road 2020 estimate).

The peak hour flow estimated from a 35-minute traffic count is 62 vehicles per hour (vph). The peak hour flow was counted during a site visit on the 18th of November 2020 (data

provided in Appendix B). Travers Road slopes down to the southeast in the vicinity of the site, with a crest curve located approximately 120 m to the northwest of the site, near Green Acres Drive, as shown in Figure 5. The posted speed limit is 70 km/h and the operating speed is approximately 80 km/h for southeast bound (downhill) vehicles and 75 km/h for northwest bound (uphill) vehicles (data provided in Appendix B).

Travers Road has a sealed width of 6.1 m with shallow swale drains on both sides of the road. There is a shared path on the opposite (northeast) side of the road, as shown in Figures 5 and 6. The location of the shared path is restricted by the presence of a retaining wall to the southeast of the site.



Figure 5: Centre of the site to the northwest



Figure 6: Centre of the site to the southeast

Streetlights are not provided on Travers Road, and flag lights are not provided at adjacent intersections. Streetlights are provided along Bragato Way.

Travers/Te Kauwhata Road Intersection

Te Kauwhata Road connects the township of Te Kauwhata with the Te Kauwhata interchange for the Waikato Expressway. The AADT on Te Kauwhata Road is 4640 vpd with 4% HCV to the north of Travers Road, and 3990 vpd with 4% HCV to the south.

The Travers/Te Kauwhata intersection is stop controlled. A right turn bay is provided for vehicles turning into Travers Road. A flush median is provided on Te Kauwhata Road on either side of the intersection, as shown in Figures 7 and 8. The intersection is lit.



Figure 7: Travers/Te Kauwhata intersection to the northeast



Figure 8: Travers/Te Kauwhata intersection to the southwest

The operating speed at the intersection is estimated to be 70 km/h for southwest bound traffic and 80 km/h for northwest bound traffic. These speeds were taken from multiple drive overs of the site. The lower speed limit for southwest bound traffic reflects the 50 km/h speed zone from this direction.

Pedestrian/Cyclist/Public Transport Facilities

A 2.5 m wide shared path on the northeast side of Travers Road provides for pedestrians and less confident cyclists. This path reduces to a 1 m wide gravel path in the vicinity of Bragato Way.

There is limited sealed shoulder width (0.1 to 0.2 m) available for confident cyclists using the road. The shared use of the road is considered acceptable given the relatively low traffic volume (62 vph in the peak hour) on this road.

The site is located approximately 1.4 km from Te Kauwhata township, 1.6 km from the primary school, and 2.2 km from the high school. These locations are all considered to be outside the typical commuting walking distance of 400 m, but within the standard cycling distance of 4 km.

There are no local Te Kauwhata bus routes, and only two regional buses Monday to Friday.

Crash History

The New Zealand Transport Agency Crash Analysis System (CAS) has no reported crashes in the site vicinity within the last 10 years. In this time period there have been two crashes on Travers Road. The crash locations are indicated in Figure 9 and crash details are provided in Appendix C.



Figure 9: Crash locations in site vicinity

One of the crashes occurred approximately 310 m to the southeast of the site. This crash involved a vehicle hitting a stray animal in dark conditions. The second crash occurred at the intersection with Orchard Road, approximately 580 m to the northwest of the site. This was a rear end crash. It is noted that Orchard Road does not have a right turn bay. Both crashes were non injury crashes. The crash record does not indicate any safety issues in the vicinity of the site.

3.0 Potential Development as Village Zone

The site is approximately 3 ha in size. Allowing for a 20 m road through the 330 m long site leaves approximately 23,400 m² available for development. Development in accordance with the country living zoning allows only four lots to be developed at a minimum net site area of 5,000m². Development in accordance with the proposed village zone would allow for a maximum of nine lots to be created at a minimum net site area of 2,500m². An indicative layout showing the proposed development at this site is shown in Figure 2.

The District Planning map shows an indicative road connecting beyond the site, as shown in Figure 4. This report considers that connecting to land beyond the site should occur, and that the roading overlay on the planning maps adequately provides for this.

4.0 Trip Generation

As part of our assessment, we have looked at the trip generation for the proposed village zoning (9 lots) and if the site was zoned residential (52 lots) to provide an idea of the upper limits. For a village and residential zoning, the predicted trip generations are 11vph and 62vph in the peak hour respectively. The trip generation rate used has been taken from Bragato Way (44 houses generating 53 trips in the peak hour - 1.2 trips/dwelling). The directional split for the site is expected to match that at Bragato Way (91:9 southwest:northeast). The in:out split at Bragato Way is currently 56:44 in the AM peak. This split is expected to reflect the number of dwellings currently under construction in this area, with the split at Bragato Way and the site expected to tend closer to 80:20 in:out in the AM peak once fully developed. The predicted traffic splits are expected to result in a relatively high proportion of vehicles turning right out of the new site in the AM period, and left into the new site in the PM peak period.

Growth Rate

A growth rate of 4% per annum has been used for future year assessments of this site. This relatively strong growth rate reflects the increased development occurring in this area.

Intersection Flows

Full development of the site would occur post rezoning. To be conservative a developed/future 10- year assessment has been undertaken at this site for the year 2031.

Movements at the new road intersection and the Travers/Te Kauwhata intersection for the AM and PM peak periods with different development scenarios are shown in Figures 10 and 11. The traffic count data supporting these flow diagrams are provided in Appendix B.

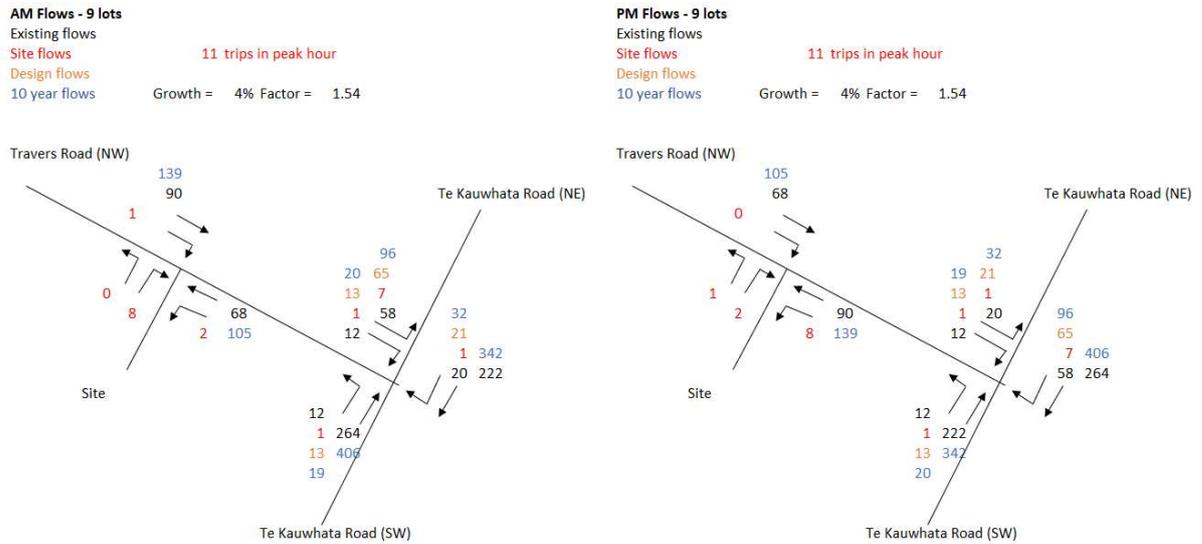


Figure 10: Traffic flow diagrams – 9 lots

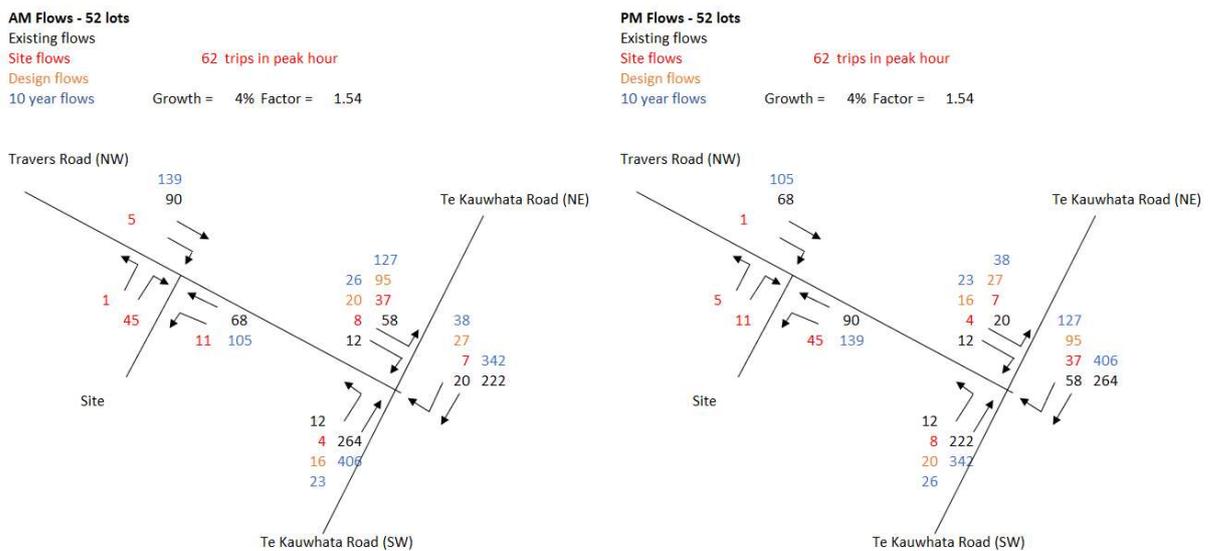


Figure 11: Traffic flow diagrams – 52 lots

5.0 Intersection Location

An appropriate location can be obtained to service development of this site.

Sight distances to the southeast are good (in excess of 500 m). However, sight distances to the northwest are restricted by a crest in the road in this direction, as shown in Figures 12 to 19. The required sight distance for the existing operating speed of 80 km/h is **175 m**. Sight distances from the northwest/centre/southeast ends of the site are **162/159/188 m**. While the sight distances from the northwest and centre of the site are very similar, the sight distance restriction from the northwest end of the site is only temporary, with sight

distances beyond Green Acres Drive being available, improving safety from this location compared with a central access.

The construction of a new intersection at the southeast end of the site would be constrained due to the presence of the shared path/retaining wall to the southeast of this location. This would prevent any road widening being undertaken in this area. The construction of a new intersection at either the southeast or central location puts the new intersection where the shared path is directly beside the road, reducing safety for path users. The optimum location for the new intersection is therefore at the northwest end of the site, where acceptable sight distances can be obtained, the shared path is offset on the opposite side of the road, and some road widening can be undertaken. Alternative locations may also be possible with additional works to relocated the shared path.

It is noted that with increased development in this area the posted speed limit is expected to be reduced over time. The current MegaMaps safe and appropriate speed for this road is 60 km/h, and it is likely that this speed limit will be implemented either prior to, or shortly following development of this site. For a speed environment of 60 km/h this site would only require a sight distance of **105 m**, meaning that any new intersection location would comply with the District Plan requirements.



Figure 12: Northwest end of the site to the northwest



Figure 13: Northwest end of the site to the southeast



Figure 14: Centre of the site to the northwest



Figure 15: Centre of the site to the southeast



Figure 16: Opposite the centre of the site to the northwest



Figure 17: Opposite the centre of the site to the southeast

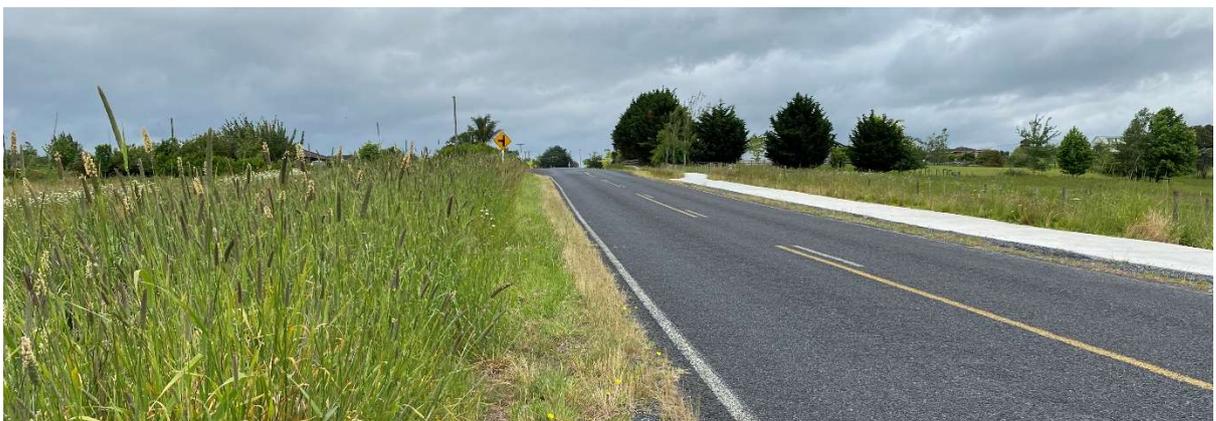


Figure 18: Southeast end of the site to the northwest



Figure 19: Southeast end of the site to the southeast

The required separation distance between any new site road and adjacent roads is 120 m for an 80 km/h environment (existing) and 100 m for a 70 km/h environment (expected future environment). A new intersection at the northwest/central/southeast end of the site would be 90/130/170 m from Green Acres Drive. This report still considers an intersection location at the northwest end of the site to be optimal, despite the shortfall in the separation distance. The possible shortfall in separation distance is considered acceptable as it is relatively minor in nature and allows the intersection to be located in a safer location.

6.0 Intersection Design and Capacity

Austrroads GTTM Part 6:2020 Figure 3.25 indicates that a basic layout only is required at this site, regardless of the development intensity. This assessment used 10-year AM peak period traffic flows from Figures 10 and 11. The warrant for the existing 80 km/h speed environment is provided in Figure 20, and a lower, expected future speed environment, in Figure 21.

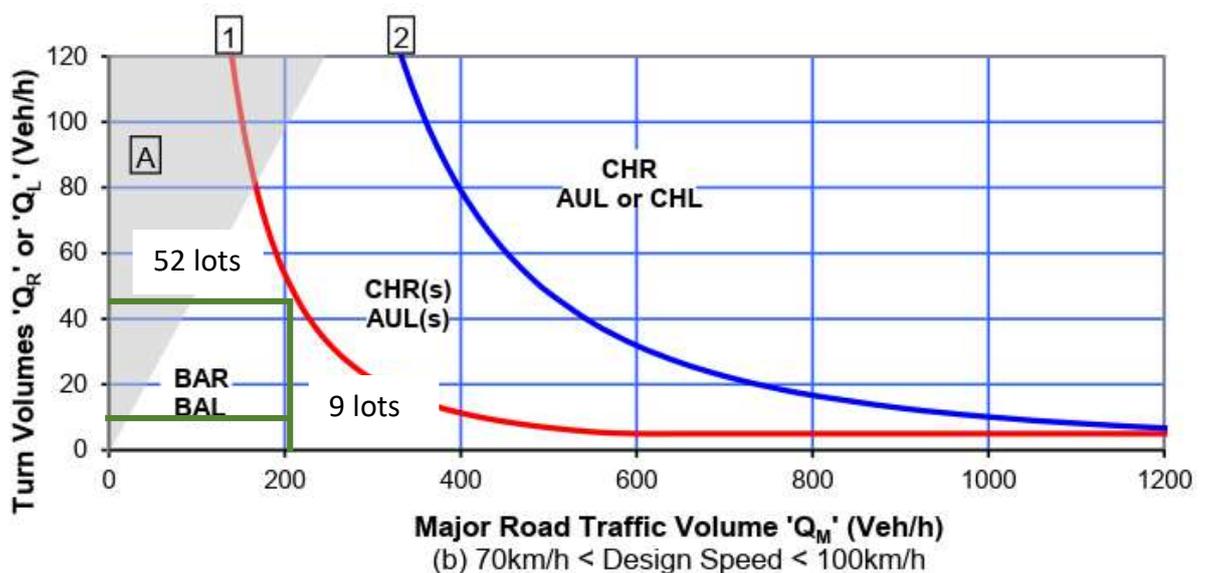


Figure 20: Austrroads GTTM Part 6:2020 Figure 3.25 warrant for turn treatments – 70 – 100 km/h

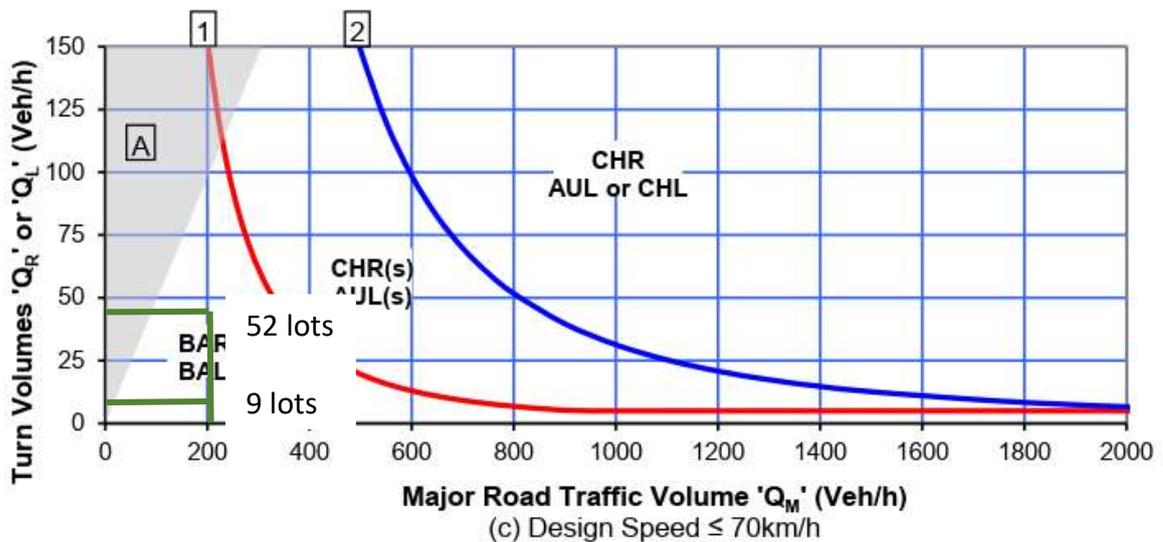


Figure 21: Austroads GTTM Part 6:2020 Figure 3.25 warrant for turn treatments < 70 km/h

Delays at this site are expected to be limited to a maximum of 0.8 seconds on average for the right turn out in the 2031 AM peak period scenario. Adam's formula was used to calculate this figure (provided below). This delay is acceptable.

Adam's Formula

For use where there is no queuing on the side stream

$$W = \frac{1}{\lambda e^{-\lambda t}} - \frac{1}{\lambda} - t$$

Where: W = Average delay (in time units/vehicle or pedestrian) to all minor stream traffic
 λ = Actual (average) number of major traffic vehicles per unit time
t = the minimum time gap required by minor traffic to execute crossing or merging manoeuvre

Right turn out

Opposing traffic flows	209 vph
Opposing traffic flow (seconds)	0.0581 vps
Critical gap	5 seconds
Delay	0.8 seconds

7.0 Travers Road

The proposed development is not expected to cause any adverse traffic effects on Travers Road. The sealed width of 6.1 m is considered appropriate for the proposed traffic flows, and exceeds the District Plan design criteria of 6 m.

8.0 Travers/Te Kauwhata Intersection

This intersection is a stop intersection with a right turn bay and flush median. The design of this intersection is considered appropriate for the predicted traffic flows and acceptable sight distances are available.

The site currently has no capacity issues, with average delays of 1.7 seconds. Delays are expected to increase to approximately 6 seconds in the 2031 PM scenario (determined using Tanner’s graphs). These delays are considered to be acceptable.

If significant queuing did occur at the Travers/Te Kauwhata intersection (greater than 40 seconds) then traffic heading towards SH1 may detour to the north, via Wayside Road. This route is approximately 2.5 km long, and takes 2 minutes 40 seconds to drive, with an easier and safer left turn onto Wayside Road. The route to SH1 via Te Kauwhata Road is approximately 1.9 km long and takes 2 minutes to drive.

9.0 Walking and Cycling Provision

The shared path in the vicinity of the site gives good pedestrian and cycling provision. Sealing/concreting of the gravel section of shared path in the vicinity of Bragato Way is expected to be undertaken by Council as this area develops. The development of the site would need to consider how to provide a safe connection to this path, this would occur as part of the site design.

10.0 Compliance with Policy and Other Frameworks

Government Policy Statement on Land Transport (GPS) 2021

The 2021 Government Policy Statement on land transport sets out the government’s priorities for spending from the National Land Transport Fund over the next 10 years. The GPS has four strategic priorities – safety, better travel options, improving freight connections, and climate change (Figure 22).

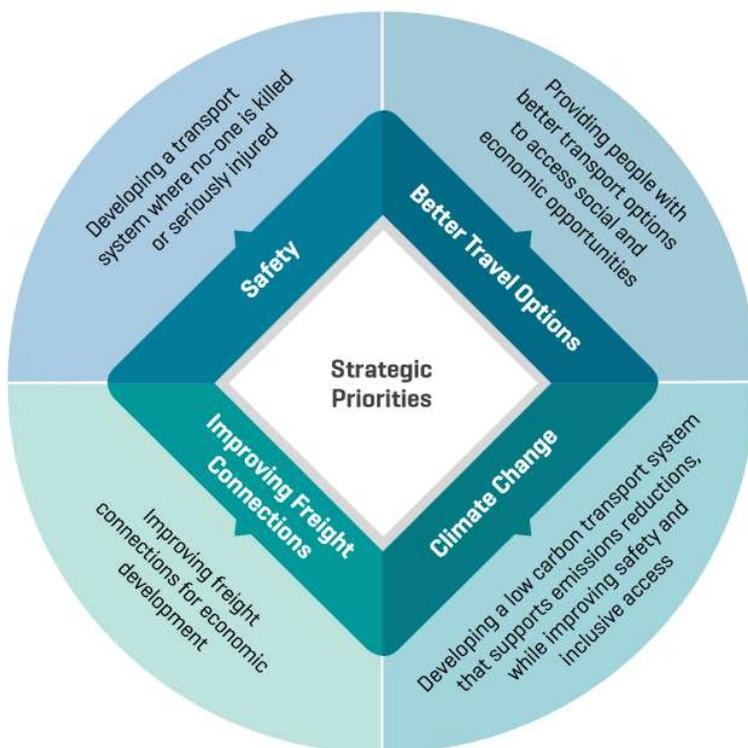


Figure 22: 2021 GPS Priorities

The proposed rezoning aligns with this policy statement due to its relatively close location to Te Kauwhata and the SH1 expressway. The District Plan requirements will ensure that a safe design is provided.

Safety Strategy 2020 – 2030 – Road to Zero

Waka Kotahi’s “Road to Zero” safety strategy priorities human wellbeing, outlining a road safety system that supports road users to make good decisions, but accepts that all drivers can make mistakes. The vision of this strategy is “a New Zealand where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable”.



Figure 23: Road to Zero focus areas

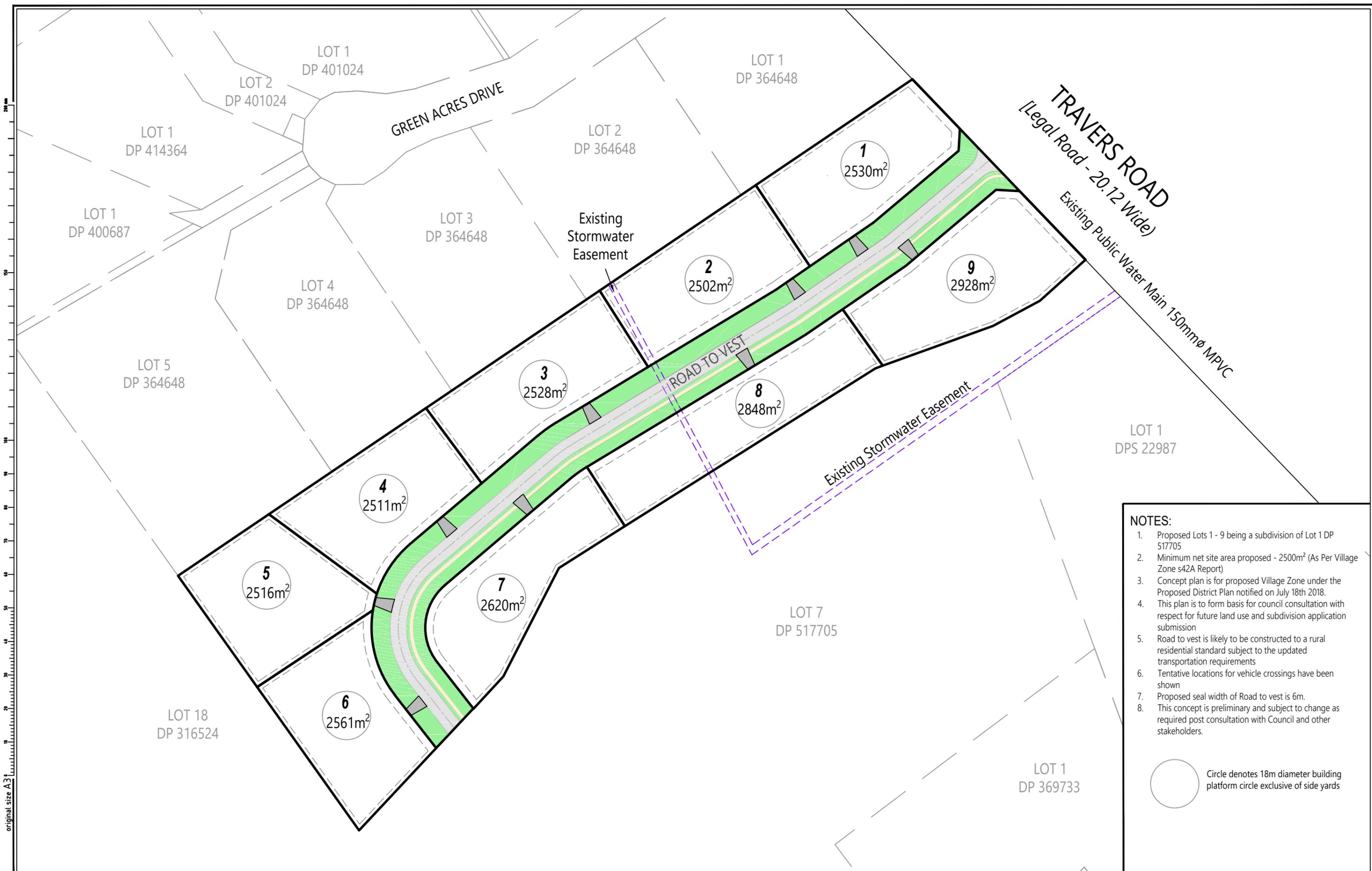
The rezoning of this site complies with the vision of this strategy by being able to achieve a safe and well-designed intersection and site layout.

11.0 Conclusions

The proposed rezoning of 102 Travers Road is not expected to result in any significant adverse traffic effects. A safe intersection design can be provided, and good traffic, walking and cycling connections are provided in the vicinity of the site. This report therefore supports the proposed rezoning of the site from country living to village.

Appendix A

Scheme Plan



- NOTES:**
- Proposed Lots 1 - 9 being a subdivision of Lot 1 DP 517705
 - Minimum net site area proposed - 2500m² (As Per Village Zone s42A Report)
 - Concept plan is for proposed Village Zone under the Proposed District Plan notified on July 18th 2018.
 - This plan is to form basis for council consultation with respect for future land use and subdivision application submission
 - Road to vest is likely to be constructed to a rural residential standard subject to the updated transportation requirements
 - Tentative locations for vehicle crossings have been shown
 - Proposed seal width of Road to vest is 6m.
 - This concept is preliminary and subject to change as required post consultation with Council and other stakeholders.
- Circle denotes 18m diameter building platform circle exclusive of side yards



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F:\Projects\Z&Z Developments-4371\Surveying\CAD\CP 4371 A - Hearing Concept.dwg			
B	02/2021	HEARING CONCEPT	SS 02/21
ISSUE	DATE	AMENDMENT	BY APPD

SURVEYED	--	DD-MM-YYYY
SURV. CHECKED	--	DD-MM-YYYY
DESIGNED	--	DD-MM-YYYY
DES. CHECKED	--	DD-MM-YYYY
DRAWN	--	DD-MM-YYYY
DWG. CHECKED	--	DD-MM-YYYY
PROJECT MANAGER	A LAL	31/7/2018

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CONCEPT FOR PROPOSED VILLAGE ZONE
102 TRAVERS ROAD, TE KAUPHATA
PREPARED FOR: Z & Z DEVELOPMENTS LTD

ORIGINAL SCALE A3:	1:1250
DWG No:	CP -100
PROJECT #:	4371
REV	B

Appendix B

**Operating Speed Data
Traffic Count Data**

Operating Speed Data

Location: Travers Road
Client: Z & Z
Job Number: 20038
Date: 18/11/2020
Time: 9 am to 1 pm
Weather: Overcast

	Southeast bound	Northwest bound
	85	65
	60	73
	71	57
	71	81
	79	73
	60	72
	59	59
	66	73
	42	62
	61	70
	70	94
	76	65
	68	58
	68	63
	81	60
	58	77
	96	60
	61	59
	70	71
	80	57
	61	59
	76	60
	72	71
	62	77
	72	66
	63	
	67	
	56	
	64	
	71	
	67	
	64	
	94	
85th Percentile	79	75
Standard deviation	10.8	9.1
Sample	33	25
Standard error	1.9	1.8

Traffic Count Data

Location: Travers Road

Client: Z & Z

Job Number 20038

Date: 18/11/2020

Weather: Fine

Time		Travers Road		Bragato Way			
		SE bound	NW bound	Right in	Left out	Right out	Left in
4:30	4:35	0	1			1	1
4:35	4:40	3	5			2	1
4:40	4:45	2	4		1	1	1
4:45	4:50		3	1	1	3	2
4:50	4:55	2	4			3	1
4:55	5:00	2	2			4	2
5:00	5:05	1	2				1
5:05	5:10	2	4			2	4
Total		12	25	1	2	16	13
Total for 1 hr		20	42	2	3	27	22
Directional split				3%	6%	50%	41%
Expected developed directional split				2%	8%	18%	73%

Time		Te Kauwhata Road		Travers Road			
		NE bound	SW bound	Right in	Left out	Right out	Left in
8:10	8:15	18	17	2	5	3	
8:15	8:20	23	18	3	3		
8:20	8:25	23	15	1	3	2	
8:25	8:30	26	21	1	6		4
8:30	8:35	25	15	2	6	1	
8:35	8:40	17	25	1	6		2
Total		132	111	10	29	6	6
Total for 1 hr		264	222	20	58	12	12
Directional split				20%	57%	12%	12%

Appendix C

CAS Data

CODED CR	Crash road	Distance	Dire	Side road	ID	Date	Day of w	Time	Description of events	Crash factors	Surface co	Natural lig	Weather	Junction	Control	Cra	Cra	Cras
1229945	TRAVERS ROAD		I	ORCHARD ROAD	2020145293	3/02/2020	Mon	19:30	Left scene1 SDB on TRAVERS ROAD hit rear of Ute2 SDB on TRAVERS ROAD turning right from centre line	LEFT SCENE1, failed to notice car slowing, stopping/stationary	Dry	Twilight	Fine	T Junction	Nil	0	0	0
1016857	TRAVERS	450	N	TE KAUPHATA ROAD	201431764	22/01/2014	Wed	6:05	Van1 NDB on TRAVERS ROAD hit obstruction, Van1 hit non specific animal	VAN1, swerved to avoid animal, windws/helmet/glsses misted\dirty, wipers useless, ENV: farm animal straying	Dry	Dark	Fine	Nil (Defau	Nil	0	0	0