
Proposed Waikato District Plan

**Proposed Rezoning from Rural to
Residential – 127 Great South Road,
Taupiri (Rudy Van Dam)**

**Section 32AA Further Evaluation –
Addendum**

24 February 2021

Submitter Number 805

1. Introduction: Purpose of this Report

This report presents a further evaluation of a proposed General Residential and Business Zone variation to the Proposed Waikato District Plan ('PWDP') in accordance with Section 32AA of the Resource Management Act 1991 ('RMA').

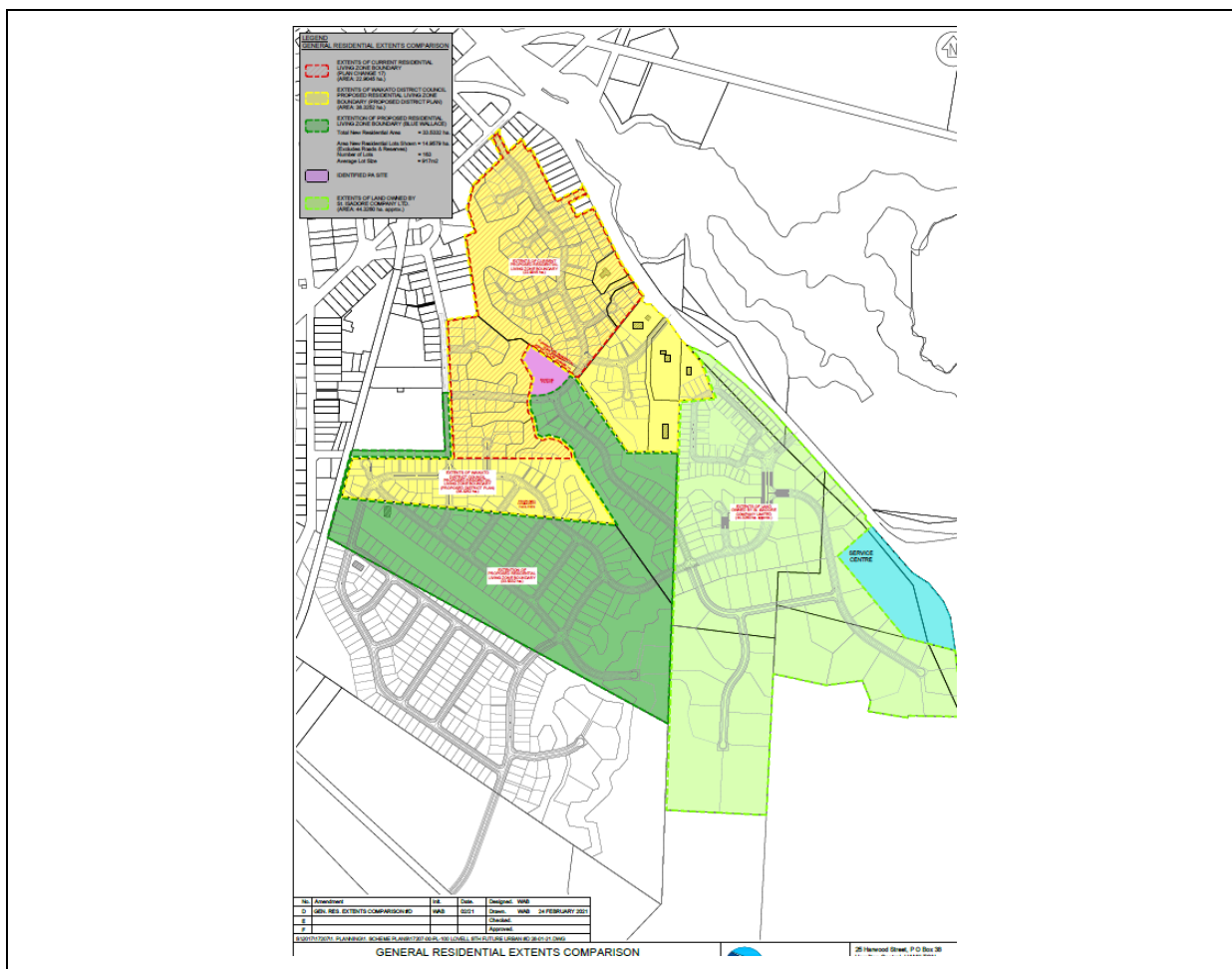
This further evaluation report is required for the changes that have been proposed to the PWDP Planning Maps as they related to an approximately 44ha rurally zoned piece of land to the south of the Taupiri Village.

The Section 32AA ('s32AA') report has been prepared on behalf of **Submitter Number: 805** (Rudy Van Dam) and was initially submitted within the piece of land identified as the Taupiri Village Expansion Area (TVEA). This evaluation has been prepared for Mr. Van Dam as co-submitter for Submission 805 and is to be read as an addendum, and in conjunction, with the S32AA evaluation prepared for the TVEA as issued to Council by Mr Howard Lovell.

2. The Rezoning Proposal

The overall TVEA sets out to rezone a greenfield growth area identified in the Waikato Regional Policy Statement (RPS) and Future Proof Strategy for urban purposes in the PDP. The extent of the rezoning area - and new zone map - is shown below (referred to as 'Extents of Land owned by Isadore Company Limited').

The addendum comprises 44.3ha and is in the ownership of Mr Rudy Van Dam (trading as St. Isadore Company Ltd).



The land is contiguous with land to the west which is owned by co-submitter 805 – being Mr Howard Lovell. Collectively the area of land falls within the initial submission 805 and is referred to as the TVEA.

It is considered that the eastern extent of the TVEA, currently zoned rural, holds strategic advantage in that it abuts a section of Gordonton Road, and is well placed in regard to providing a future transportation link to the higher-order transportation corridor, thus providing an outlet for future urban expansion already provided for under the Proposed Waikato District Plan (see **Attachment A**).

The piece of land subject to this addendum has been identified in Waikato 2070 Strategy so as to cater to a mix of commercial and residential land uses – and therefore is considered to represent an appropriate request to Council for a zone adjustment under the PDP review process.

The land abuts a section of the indicative urban limits to the Taupiri Village under the 2017 iteration of the Future Proof Strategic Growth document. The juxtaposition of the TVEA (eastern extent) to Future Proof, again, provides confidence to Council that the sought rezoning amendment in the PDP aligns with, and is not contrary to higher-level growth strategies applicable to the Waikato District and region.



Matters that were addressed in the S32AA further evaluation prepared for the TVEA (Mr H Lovell) are also applicable to the land contained within the TVEA, which is owned by Mr R Van Dam – and hence are not repeated in this addendum. Such matters include the availability for three waters infrastructure, Transportation, urban growth, higher-level planning documents and growth strategies, and the ‘Good Practise Zoning Criteria’ (as defined in the s42A Framework Report).

The purpose and intent of this addendum is to present a unified TVEA proposal as shared by the two abutting landowners - being co-submitters (805).

The extent and coverage of the eastern extent of the TVEA is within scope as initially presented in the initial submission.

Attachment A: Conceptual Scheme Plan (TVEA)

LEGEND

GENERAL RESIDENTIAL EXTENTS COMPARISON

EXTENTS OF CURRENT RESIDENTIAL LIVING ZONE BOUNDARY (PLAN CHANGE 17) (AREA: 22.9045 ha.)

EXTENTS OF WAIKATO DISTRICT COUNCIL PROPOSED RESIDENTIAL LIVING ZONE BOUNDARY (PROPOSED DISTRICT PLAN) (AREA: 38.3252 ha.)

EXTENTION OF PROPOSED RESIDENTIAL LIVING ZONE BOUNDARY (BLUE WALLACE)

Total New Residential Area = 33.5332 ha.

Area New Residential Lots Shown = 14.9579 ha. (Excludes Roads & Reserves)

Number of Lots = 163

Average Lot Size = 917m2

IDENTIFIED PA SITE

EXTENTS OF LAND OWNED BY ST. ISADORE COMPANY LTD. (AREA: 44.3260 ha. approx.)

No.	Amendment	Init.	Date.	Designed.	WAB
D	GEN. RES. EXTENTS COMPARISON #D	WAB	02/21	Drawn.	WAB 24 FEBRUARY 2021
E				Checked.	
F				Approved.	

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GENERAL RESIDENTIAL EXTENTS COMPARISON

PROPOSED STRUCTURE PLAN

LOVELL SOUTH BLOCKS - TAUPIRI

Blue Wallace
Surveyors Ltd.

25 Harwood Street, P O Box 38
Hamilton Central, HAMILTON.
Phone (07) 839 7799
Email office@bluewallace.co.nz

Drawing Reference:

17207-00-PL-100

Revision:

D

SCALE: 1:6000 @A3, 1:3000 @A1

DATE: FEBRUARY 2021

PREPARED FOR: H. LOVELL

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Attachment B: PWDP Objective & Policy Assessment (addendum)

PWDP Objective and Policy	Comment
4.1 Strategic Direction	
<p>4.1.1 Objective – Strategic (a) Liveable, thriving and connected communities that are sustainable, efficient and co-ordinated (b) National Policy Statement on Urban Development Capacity Minimum Targets.</p> <p>4.1.2 Objective – Urban growth and development Future settlement pattern is consolidated in and around existing towns and villages in the district.</p> <p>4.1.3 Policy - Location of development (a) Subdivision and development of a residential, commercial and industrial nature is to occur within towns and villages where infrastructure and services can be efficiently and economically provided. (b) Locate urban growth areas only where they are consistent with the Future Proof Strategy Planning for Growth 2017.</p> <p>4.1.14 Policy – Taupiri (a) Taupiri is developed to recognise: (i) The changes that may result from the completion of the Waikato Expressway including the increased demand for housing; (ii) Future roads, parks, pedestrian and cycle networks are developed in accordance with the Taupiri section of the Ngaaruawaahia, Hopuhopu, Taupiri, Horotiu, Te Kowhai & Glen Massey Structure Plan; (iii) The future development area of Taupiri is to the south of the existing village; (iv) Infill and redevelopment of existing sites occurs.</p>	<p>The proposed rezoning will integrate existing residential land use to the south of the Taupiri Village.</p> <p>Taupiri is identified as a growth node in the relevant regional urban growth strategy –with the area sought to be rezoned subsequently being consistent with such growth strategies.</p> <p>Open space networks are within close proximity to the Site (Taupiri Sports Clubrooms and fields).</p> <p>The Site can be serviced by existing Council infrastructure, as well as by infrastructure that has been strategically allocated to future growth in the Taupiri growth area – and thus presenting efficient and economical residential and commercial capacity growth.</p> <p>The land within the TVEA has been largely driven by the changes to transportation brought about by the Huntly Bypass section of the Waikato Expressway.</p>
4.2 Business Zone	
<p>Plan for mixed -use development in suitable locations Objective 1.12.8(b)(iv)</p>	<p>The location of the eastern extent of the TVEA is considered to be suitable given the spatial extent and timeframe provided in the Waikato 2070 Strategy.</p> <p>The residential expansion of the Taupiri Village will require additional business areas so as to serve the projected growth.</p> <p>The area is suitable given the proximity to the Waikato Expressway, as well as the ability for the land to integrate with the wider transportation network.</p>
<p>Business town centres are maintained as the primary retail, administration, commercial service and civic centre for each town (4.5.3(a)(ii))</p>	<p>Whilst technically not a Town (Taupiri is a Village) - The Taupiri town centre will be retained; however, is limited in extent regarding spatial growth.</p> <p>Appropriate provisions for business development to the east of the TVEA will not diminish the Taupiri business zone, rather, current growth restrictions will be eased through the provision of additional business land that can integrate appropriately with the surrounding transportation network.</p>
4.7 Urban Subdivision and development	
<p>4.7.1 Objective – Subdivision and Land Use Integration <i>Subdivision layout and design facilitates the land use outcomes sought for the residential, business, industrial, reserve and specific purpose zones.</i></p> <p>4.7.5 Policy – Servicing requirements (a) Require urban subdivision and development to be serviced to a</p>	<p>There is a clear desire from Council to have urban land use establish to the South of the Taupiri Village as a consequence of the Huntly bypass section of the Waikato Expressway.</p> <p>Rezoning of the TVEA as sought will be able to</p>

<p>level that will provide for the anticipated activities approved in a structure plan, or otherwise anticipated within the zone, including through the provision of:</p> <ul style="list-style-type: none"> (i) Reserves for community, active and passive recreation; (ii) Pedestrian and cycle connections; (iii) Roads; (iv) Public transport infrastructure, e.g. bus stops; (v) Telecommunications; (vi) Electricity; (vii) Stormwater collection, treatment and disposal; (viii) Wastewater treatment and reticulation, water provision for domestic and fire fighting purposes; and (ix) Connections to identified adjacent future growth areas. <p>4.7.11 Policy – Reverse sensitivity</p> <ul style="list-style-type: none"> (a) Development and subdivision design minimises reverse sensitivity effects on adjacent sites, adjacent activities, or the wider environment; and (b) Avoid potential reverse sensitivity effects of locating new dwellings in the vicinity of an intensive farming, extraction industry or industrial activity. 	<p>bridge residential land to the north with the section of Gordonton Road as it has devolved from State Highway. In consolidating the areas zoning, greater adherence to the PDP objectives and policies can be achieved to the benefit of not only the Submitter, but also to service the adjacent residential land uses that are already established or establishing in the area.</p> <p>It is believed that post subdivision design, each individual residential or commercial allotment can be connected to the council's three waters infrastructure.</p> <p>Other network utility infrastructure (power and communications) are able to be located within road reserve and can connect as appropriate.</p> <p>Reverse sensitivity effects from the section of Gordonton Road can easily be accommodated via appropriate setbacks, as well as through the District Plan's dwelling construction (for acoustic purposes) criteria and standards.</p>
<p>Chapter 5: Rural Environment</p>	
<p>5.1.1 Objective – The rural environment</p> <p>Objective 5.1.1 is the strategic objective for the rural environment and has primacy over all other objectives in Chapter 5.</p> <p>(a) Subdivision, use and development within the rural environment where:</p> <ul style="list-style-type: none"> (i) high class soils are protected for productive rural activities; (ii) productive rural activities are supported, while maintaining or enhancing the rural environment; (iii) urban subdivision, use and development in the rural environment is avoided. <p>5.3.1 Objective - Rural character and amenity</p> <p>Rural character and amenity are maintained.</p> <p>5.3.2 Policy - Productive rural activities</p> <p>(a) Recognise and protect the continued operation of the rural environment as a productive working environment by:</p> <ul style="list-style-type: none"> (i) Recognising that buildings and structures associated with farming and forestry and other operational structures for productive rural activities contribute to rural character and amenity values; (ii) Ensuring productive rural activities are supported by appropriate rural industries and services; (iii) Providing for lawfully-established rural activities and protecting them from sensitive land uses. <p>5.3.8 Policy - Effects on rural character and amenity from rural subdivision</p> <ul style="list-style-type: none"> (a) Protect productive rural areas by directing urban forms of subdivision, use, and development to within the boundaries of towns and villages. (b) Ensure development does not compromise the predominant open space, character and amenity of rural areas. 	<p>It is considered that the rezoning of the subject site from Rural to Residential/urban will enable effective development to occur that will enhance the immediate area from an amenity perspective.</p> <p>Whilst rezoning the land will not align with the avoidance of urban development within the rural zone (5.1.1(iii)) – as directed by the s42A Framework Report such a rezoning will be able to give effect to a broader cross-section of the PDP urban growth objectives and policies given the area's strategic identification for urban growth.</p> <p>As the proposed rezoning is being sought through the PDP review process – the application of Objective 5.1.1(iii) possesses some flexibility as the extent of the PDP zoning maps is yet to be finalised. If the sought rezoning is accepted, the overarching rural land use policy will no longer be applicable.</p> <p>Whilst the Site is bound to the east by a section of Gordonton Road, such a physical element adds further to the Submitters argument that retention of the Rural zoning is inappropriate (i.e., the land is not contiguous with larger rural land parcels to the east on the opposite side of the transportation corridor).</p>
<p>Chapter 6: Infrastructure</p>	
<p>6.1.1 Objective – Development, operation and maintenance of infrastructure</p> <p>(a) Infrastructure is developed, operated and maintained to benefit the social, economic, cultural and environmental well-being of the district.</p> <p>6.1.2 Policy - Development, operation and maintenance</p>	<p>The rezoning site is within an area that can be defined as abutting the Auckland Hamilton growth corridor whereby such significant (national) infrastructure development (i.e., Huntly bypass section of the Waikato expressway) has opened up strategically</p>

<p>(a) Provide for the development, operation, maintenance, repair, replacement, upgrading and removal of infrastructure throughout the district by recognising:</p> <ul style="list-style-type: none"> (i) Functional and operational needs; (ii) Location, route and design needs and constraints; (iii) Locational constraints related to the need to access suitable resources or site; (iv) The benefits of infrastructure to people and communities; (v) The need to quickly restore disrupted services; and (vi) Its role in servicing existing consented and planned development. <p>6.1.8 Objective – Infrastructure in the community and identified areas</p> <p>(a) Infrastructure takes into account the qualities and characteristics of surrounding environments and community well-being.</p> <p>6.1.9 Policy - Environmental effects, community health, safety and amenity</p> <p>(a) Require the development, operation, maintenance, repair, replacement, upgrading and removal of infrastructure and its associated structures to avoid, remedy or mitigate adverse effects on the environment, community health, safety and amenity.</p> <p>6.4.1 Objective – Integration of infrastructure with subdivision, land use and development</p> <p>(a) Infrastructure is provided for, and integrated with, subdivision, use and development.</p> <p>6.4.4 Policy – Road and rail network</p> <p>(a) Discourage subdivision, use and development that would compromise:</p> <ul style="list-style-type: none"> (i) The road function, as specified in the road hierarchy, or the safety and efficiency of the roading network; and (ii) The safety and efficiency of the railway network. <p>6.5.1 Objective – Land transport network</p> <p>(a) An integrated land transport network where:</p> <ul style="list-style-type: none"> (i) All transport modes are accessible, safe and efficient; and (ii) Adverse effects from the construction, maintenance and operation of the transport network are managed. <p>6.5.3 Policy – Road hierarchy and function</p> <p>(a) Provide a hierarchy of roads for different functions and modes of land transport while recognising the nature of the surrounding land use within the district.</p>	<p>planned residential growth areas, such as Taupiri.</p> <p>In the event that the Site is rezoned to residential and commercial, the establishment of residential and business sections are not expected to place any extra stress on the existing roading network as long as the corridors presented in Attachment A are given effect to (i.e., internalising traffic generation and connectivity to higher-level transportation routes).</p> <p>Access to potential residential and commercial land parcels can easily be established from the TVEA position between Great South Road and Gordonton Road.</p> <p>No adverse implications or strategic constrictions/limitations in terms of infrastructure servicing such as wastewater, water supply and stormwater have been noted.</p> <p>Other network utility infrastructure (power and communications) can conveniently be located within road reserve and can easily connect to the Site as appropriate.</p>
<p>Chapter 15: Natural Hazards and Climate Change</p>	
<p>Objective 15.2.1 - Resilience to natural hazard risk</p> <p>A resilient community where the risks from natural hazards on people, property, infrastructure and the environment from subdivision, use and development of land are avoided or appropriately mitigated.</p> <p>Policy 15.2.1.2 - Changes to existing land use activities and development in areas at significant risk from natural hazards</p> <p>(a) In areas of High Risk Flood, High Risk Coastal Hazard (Erosion) and High Risk Coastal Hazard (Inundation), ensure that when changes to existing land use activities and development occur, a range of risk reduction options are assessed, and development that would increase risk to people's safety, well-being and property is avoided.</p> <p>Policy 15.2.1.6 - Managing natural hazard risk generally</p> <p>(a) Provide for rezoning, subdivision, use and development outside High Risk Flood, High Risk Coastal Hazard (Inundation) and High Risk Coastal Hazard (Erosion) Areas where natural hazard risk has been appropriately identified and assessed and can be adequately avoided, remedied or mitigated and does not transfer or exacerbate risk to adjoining properties.</p> <p>Policy 15.2.1.12 - Reduce potential for flood damage to buildings located on the Waikato and Waipa River floodplains and flood ponding areas</p> <p>(a) Reduce the potential for flood damage to buildings located on the Waikato and Waipa River floodplains and flood ponding areas by ensuring that the minimum floor level of building development is</p>	<p>The TVEA eastern extent does not contain any mapped hazard area.</p>

<p>above the design flood levels / ponding levels in a 1% AEP flood event, plus an allowance for freeboard, unless:</p> <ul style="list-style-type: none"> (i) the building development is of a type that is not likely to suffer material damage during a flood; or (ii) the building is a small-scale addition to an existing building; or (iii) the risk from flooding is otherwise avoided, remedied or mitigated. 	
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Attachment C: Waikato Regional Policy Statement Assessment

WRPS Objective and Policy	Comment
Objective 3.4 Health and wellbeing of the Waikato River The health and wellbeing of the Waikato River is restored and protected and Te Ture Whaimana o Te Awa o Waikato (the Vision and Strategy for the Waikato River) is achieved.	<p>The eastern extent of the TVEA is currently in use for rural land use.</p> <p>As with the balance of the TVEA – the sought rezoning will see the removal of livestock from the area – and consequently lessen the amounts of effluent derived nitrates that could potentially enter the Waikato River/ Komakorau Stream.</p>
Objective 3.12 Built environment Development of the built environment (including transport and other infrastructure) and associated land use occurs in an integrated, sustainable and planned manner which enables positive environmental, social, cultural and economic outcomes.	<p>This objective lists matters such as biodiversity, natural character, integrated infrastructure, water planning, regionally significant infrastructure, mineral resources, reverse sensitivity, responding to land pressures etc. as means of its achievement.</p> <p>For the reasons outlined in this addendum and the initial s32AA evaluation report, the proposed rezoning will integrate with existing and yet to be upgraded infrastructure (roading, water supply, wastewater) indicating the sustainability of the increased urban land use and density.</p> <p>Inception of the proposed rezoning is through the planned manner of the PDP and can be subject to a further structure planning process post rezoning.</p> <p>Of the relevant matters, the proposal is not contrary to the objective.</p>
Objective 3.16 Riparian areas and wetlands Riparian areas (including coastal dunes) and wetlands are managed to: a) maintain and enhance: i) public access; and ii) amenity values.	<p>No direct riparian or wetland environments are directly applicable to the TVEA eastern extent.</p>
Objective 3.24 Natural hazards The effects of natural hazards on people, property and the environment are managed by: a) increasing community resilience to hazard risks; b) reducing the risks from hazards to acceptable or tolerable levels; and c) enabling the effective and efficient response and recovery from natural hazard events.	<p>Natural hazards were addressed in the main s32AA evaluation as well as in the initial submission.</p>
Policy 6.1 Built environment Planned and co-ordinated subdivision, use and development, including transport, occurs in a planned and co-ordinated manner which: a) has regard to the principles in section 6A; b) recognises and addresses potential cumulative effects of subdivision, use and development; c) is based on sufficient information to allow assessment of the potential long-term effects of subdivision, use and development; and d) has regard to the existing built environment.	<p>This s32AA addendum has been prepared in consideration of an appropriate planning mechanism (PDP).</p> <p>Further planning detail can be presented post rezoning of the TVEA.</p> <p>The proposed rezoning will integrate with existing and strategically planned for infrastructure (roading, water supply, wastewater) indicating the sustainability of the increased residential density and urban land use expansion.</p> <p>Upon appropriate rezoning an structure planning exercise can be undertaken, with the ensuing development detail being able to further define the built environments effects and appropriate mitigation.</p>
6.1.2 Reverse sensitivity	<p>The main s32AA evaluation of the TVEA addressed reverse sensitivity from adjacent rural land use.</p> <p>Primary production on surrounding land will be unaffected from the rezoning given the natural buffer provided by the transmission lines and section of Gordonton Road.</p>

	<p>No significant mineral resource is associated with the area directly, or surrounding environs.</p> <p>Setbacks for sensitive land uses can be provided for in regard to Gordonton Road as well as the operational service station development to the east of the TVEA.</p>
<p>Policy 6.1.7 Urban development planning</p>	<p>The current process of the PWDP satisfies Policy 6.1.7 in regard to urban planning development.</p> <p>The intent of submitting on the proposed district plan was to ensure the proposed rezoning integrates with the district's comprehensive urban growth planning (as it currently exists, as well as contingency as required under higher-level growth management strategies and policies).</p>
<p>Policy 6.1.8 Information to support new urban development and subdivision</p>	<p>Information required to be assessed by Council for future development of the area can be provided without limitation (i.e., stormwater, amenity, service connections, multi-modal transportation, character, soils reports, natural hazards, iwi, etc.). Such information would be supplied as part of a structure plan, or subdivision and land use application within the Site.</p> <p>The information provided in the original submission and TVEA s32AA are at a suitable level for the PDP review process.</p> <p>The Site sits adjacent to a formed and sealed road network, with the sought rezoning enabling connectivity to the road network (Gordonton Road) for population growth within the Taupiri Village and surrounding areas.</p> <p>The SH1 bypass (Huntly) represents a founding element of uniqueness for the rezoning request.</p> <p>The area has municipal water supply to the north, and can integrate with infrastructure expansion that is currently underway to serve the Taupiri growth node.</p> <p>No issues of sensitive land use significantly conflicting with regionally significant infrastructure (The National Grid, State Highway) are noted as the applicable standards and criteria of the PDP can and will apply.</p>
<p>Policy 6.3 Coordinating growth and infrastructure ..the nature, timing and sequencing of new development is co-ordinated with the development, funding, implementation and operation of transport and other infrastructure</p>	<p>As reiterated by the submitters and the initial s32AA evaluation, transportation and wastewater and water supply are either currently available to the Site, or alternatively are strategically planned for.</p> <p>Given the elements of key infrastructure (roading and 3-waters) addressed in the TVEA s32AA evaluation and initial submission, the rezoning represents a sensible undertaking by the District Council. Devolution of Gordonton Road, as well as the available intersection treatments that will be available (i.e., roundabouts etc.), provides further confirmation that the rezoning will not be contrary to Policy 6.3.</p> <p>The rezoning aligns with strategic growth planning for Taupiri Village and thus is able to be undertaken with the district's long-term urban growth strategy (Waikato 2070). In taking this approach, the rezoning will be contained within the appropriate planning process as opposed to a private plan change or subdivision consent that could be perceived as out of sequence urban development.</p>
<p>6A Within the Future Proof area: a) new urban development within Hamilton</p>	<p>The Site has considered Map 6.2 of the RPS. This map identifies Taupiri as a growth area – however, the Future Proof Strategy provides better delineation.</p>

City, Cambridge, Te Awamutu/Kihikihi, Pirongia, Huntly, Ngaruawahia, Raglan, Te Kauwhata, Meremere, Taupiri, Horotiu, Matangi, Gordonton, Rukuhia, Te Kowhai and Whatawhata shall occur within the Urban Limits indicated on Map 6.2 (section 6C);	The Future Proof urban limit for Taupiri is referred to in the s32AA Evaluation as appropriate.
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Attachment D: Benefits and Costs Analysis of the Rezoning Proposal

Rezoning Proposal		
This addendum seeks to rezone a collective area of 77.8ha that is currently zoned Rural, to General Residential and Commercial in the Proposed Waikato District Plan.		
	Benefits	Costs
General	<p>The proposed rezoning addendum has been presented to the hearings panel through a comprehensive submission and appropriately detailed evaluation process.</p> <p>The Site is flanked by residential land use to the north, and commercial land use to the east (newly operational service station centre).</p> <p>The land subject to this addendum is contiguous with already zoned residential land in the PWDP and that proposed in the TVEA.</p> <p>The land presents itself as suitable to accommodate future residential and commercial growth needs for the Waikato District, and has been strategically 'earmarked' through proximity for urban development in Waikato's Future Proof settlement pattern.</p> <p>The proposed rezoning will enable land use development that is consistent with the PDP objective and policy direction, whilst also realistically enabling mixed commercial and residential development that adheres to the applicable performance criteria of both the Operative and Proposed Waikato District Plans.</p> <p>No amendments to the proposed objective and policy direction of the PWDP will be required as a result of accepting the sought rezoning.</p>	<p>The Site will enable a higher density of urban development to occur.</p> <p>The increase in residential and commercial land use will incur an increase of Council services in regard to servicing the land once operational.</p> <p>Existing residents of the Taupiri community will experience costs derived from increased construction activities, additional traffic, and changes to their current levels of amenity from the abutting rural zone.</p>
Environmental	<p>The proposed rezoning will ensure a functional high quality urban land resource is available for the wider Taupiri neighbourhood.</p> <p>New development within the eastern extent of the TVEA will be sympathetic to the surrounding environment and will complement it, particularly the interface with the devolved section of Gordonton Road</p> <p>The rezoned land as proposed can achieve a safer public environment through increased opportunities for passive surveillance of the street and site frontages for residents.</p> <p>The land to be rezoned can provide allotments that will be able to align new front and side setback performance standards – hence will be able to align with the PDP criteria without and special considerations being required.</p> <p>The Site will increase opportunities for improved residential character and on-site amenity, whilst simultaneously enable ecological and cultural significance be appropriately protected or otherwise enhanced (i.e., gully rehabilitation).</p> <p>The increase in residential land use and commercial land availability in Taupiri will assist in revitalising local clubs and community groups</p>	<p>Development within the Site will bring residential and commercial land use in closer proximity to the Komakorau Stream which is mapped as an ecologically significant area under the PDP.</p> <p>Suitable stormwater management will need to be provided for the area in conjunction with site specific stormwater management systems (soak holes, garden etc.).</p> <p>Suitably qualified experts needs to be engaged to ensure appropriate treatment of stormwater is provided prior to discharge to the surrounding environment.</p> <p>Increases in residential land use will bring 'new people' into the established Taupiri community.</p> <p>The arrival of new people into the area may be perceived negatively by more established residents of the area, and hence represent a social environmental cost.</p>

	– hence representing a social benefit.	
Economic Growth	<p>The Residential and Commercial Zone extension presented in the TVEA provides for resident's economic growth and employment through home occupations, working from home and subdivision, but in a manner that protects the Residential Zone and business zone standards as contained within the PDP.</p> <p>The Site will see extensions to Council-owned and non-Council owned infrastructure which will facilitate the wider Taupiri Village economic growth.</p> <p>Through enabling residential grow in Taupiri, local business will receive an increase in local custom – again with economic benefit to the local community.</p>	<p>Extending and increasing residential land use capacity in the Taupiri Village will further increase costs to Waikato District Council through operational and maintenance costs. Such costs are met by the community through rates and the possibility for rates increases.</p> <p>Development contributions, maintenance bond periods, and capital expenditure will need to be borne by the Developer.</p> <p>Future consenting and monitoring costs will be attributable to giving effect to the proposed rezoning.</p>
Employment	<p>Due to the location of the Taupiri Village and access on to the section of Waikato Expressway convenience is noted in regard to commuting to employment centres of Auckland and Hamilton. Such an expansion of the Waikato District's residential zone in the Site will hold economic advantage in regard to the broader employment market.</p> <p>Enabling further residential and business activity growth in the Site will provide incentives for local service and product providers to invest in the area and within the commercial land use that that has been strategically identified in the eastern extent of the TVEA (Waikato 2070). Such economic incentives will further enhance employment opportunities to the local area(s) – inclusive of Huntly and Ngaruawahia.</p>	<p>Enabling commercial area to occur outside of the current Taupiri Village business zone will fragment commercial activity for the township.</p>
Cultural	<p>Cultural benefits have been addressed in the initial s32AA evaluation.</p> <p>The cultural benefits that will ensure for the TVEA eastern extent will apply as they do to the wider area.</p> <p>Development within the Site will be required to adhere to applicable and standardised accidental discovery protocols.</p>	<p>Disturbance to unrecorded sites and artifacts significant or of interest to iwi may occur as a result of land use development within the rezoned area.</p>

Attachment E: Options Summary

Option 1 Retain Land as Rural	
Effectiveness/Efficiency	<ul style="list-style-type: none"> • Demographic assessments for the Taupiri area have indicated that more land is to be made available to accommodate projected growth over the next 20 years. • Retaining the rural land zoning for the section of TVEA will not provide for the village's population growth (as projected) – particularly in regard to provisioning residents with services and employment opportunities. • In consideration of the projected population growth across the district (in particular for Taupiri) retention of rural land use in the area would be inefficient and would not effectively enable for the future growth in the immediate vicinity as strategically planned for. • Retaining the rural zoning of the subject land will compromise further residential growth – and hence will not be an effective or efficient use of land in catering for the projected population growth in the Waikato District. • The proposed rezoning will enable a variety of lot sizes, with a greater density than provided for by the current zoning. • The sought TVEA extension aligns with the anticipated outcomes for the Taupiri Village (as indicatively determined in Waikato 2070), with appropriate acknowledgement being given to of the effect of the Huntly Bypass section of the Waikato Expressway. • It is considered that this option aligns with higher order documents such as the NPS-UD and the WRPS – thus represents the most desirable option for the Site.
Risk of acting/ not acting	<p>There is no guarantee that rural land use is sustainable in the location given the effect of the Huntly bypass, as well as zoned residential; land us to the north and west.</p> <p>If the section of TVEA is not rezoned as sought, then effectively responding to strategic growth strategies will be difficult with no guarantee of land owner willingness in other locations.</p>
Option 2 Residential and Commercial	
Effectiveness/Efficiency	<ul style="list-style-type: none"> • From a strategic growth perspective, the eastern extent of the TVEA is considered inappropriate for rural land use as it is strategically located so as to provide transportation connectivity to Gordonton Road. • Rezoning the land as sought (to allow business and residential use) will be effective in allowing an appropriate connection or intersection with the section of Gordonton Road – as it is now devolved from State Highway. • The strategic location of the eastern extent of TVEA provides a more desirable location for either an intersection or round-a-bout transportation connection, thus providing a relief valve for residential growth within and through the TVEA. • The rezoning is effective in that it enhances growth patterns as strategically indicated by Council and the community under the Waikato Blueprinting process. • The rezoning can align with Future Proof given its proximity to the Taupiri Urban extent under the 2017

	<p>iteration of the strategy.</p> <ul style="list-style-type: none"> • The rezoning will broaden residential, economic, social; and cultural advantages to the Taupiri community.
Risks of Not acting	<p>The capacity for infrastructure provision has been addressed in the TVEA s32AA evaluation. Servicing the eastern extent of the TVEA appropriately with Council and non-Council owned infrastructure has presented itself as viable therefore mitigating infrastructure provision risks.</p> <p>In the event the land is not rezoned as sought, providing vital business zoned land within the Taupiri Village growth node will be compromised whereby residential dwelling yields will be reduced given the undersupply of business land and local employment opportunities.</p> <p>Economic risks are identified as the efficiency created by the section of adjacent Waikato Expressway will not be optimised should a rural land use zone be retained.</p> <p>The land is currently held by only 2 landowners (in the TVEA) both of whom are willing vendors for urban land use. Applying business land capacity elsewhere in the district runs the risk that multiple landowners will need to be agreeable to a shared vision for urban development.</p>

Attachment F: Evaluation of the Proposal (Summary)

Reasons for the selection of the preferred option	<p>There is considerable benefit of rezoning the land within the TVEA as sought.</p> <p>The costs identified in this evaluation do not outweigh the benefits.</p>
Extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of the RMA	<p>The continued use of the eastern extent of the TVEA for rural land use is restricted in that urban growth strategies for the Taupiri community will be constrained.</p> <p>Once rezoned, the land within the TVEA will become a physical resource and hence provide for the community's health and well being in accordance with the Act.</p> <p>High-level effects have been identified (as appropriate for the PDP planning process) whereby no significant or insurmountable effects have been identified that cannot be avoided remedied or mitigated.</p>
Assessment of the Risks of acting or not acting if there is uncertain information about the subject matter of the provisions	<p>The TVEA has been presented to Council and the Hearings Panel through a comprehensive submission process that has been derived from technical reporting (growth projections and three waters assessment) – as well as demonstrable evidence as to the development capacity of the areas physical, natural, social and cultural environments.</p> <p>The evidence provided by the co-submitters is considered robust enough to assure Council that such rezoning will not introduce highly uncertain risks for the Taupiri Village.</p> <p>The submission and consequential s32AA evaluation provide evidence that aligning growth projection and strategic direction from higher order policies will not be compromised by the sought rezoning – therefor presenting a low risk in regard to strategic growth and statutory direction under the NPSUD.</p>
Conclusion	<p>The conclusions reached under this TVEA evaluation addendum under s32AA of the RMA have been specified above.</p>

	<p>Such conclusions summarised are:</p> <ul style="list-style-type: none"> • That the objectives and policies of the residential and business zone will not be impacted upon by the sought rezoning. • Recommending to approve the TVEA will be consistent with the matters set out in the purpose of the RMA • The TVEA eastern extent will be consistent with the applicable structure plan and the District's (and Region's) strategic growth documents.
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