

# SUMMARY STATEMENT OF EVIDENCE OF RENEE FRASER-SMITH ON BEHALF OF VAN DEN BRINK LIMITED

## PLANNING

### Topic 25 – Rezoning (Tuakau)

#### Summary

1. I have previously appeared before the Panel in respect of Topic 7 for the Industrial Zones in relation to Van Den Brink Limited “VDB” landholdings located within the Industrial zones at Whangarata Road Tuakau.
2. My evidence for Topic 25 focuses on VDB’s landholdings located at Ryders Road Tuakau.
3. Having reviewed the Council 42A Report (prepared by Ms Trenouth), I note that concerns for the rezoning relate to traffic at the Harrisville intersection a “severed” location, and loss of industrial land.
4. These views do not change the reasons for which I consider that the rezoning (or essentially a retention of an operative zoning) is appropriate.
5. As identified in my Evidence the industrial zoning proposed by the notified version of the District Plan for the Ryders Road properties is not considered as appropriate or efficient as a Business Zone:
  - (a) The Ryders Road properties have appeared in all previous Tuakau strategies (including Town Centre strategies) as being part of the Town Centre – and not a separate business/industrial node.
  - (b) The Ryders Road location is not dissimilar to the land to the east of the Harrisville intersection<sup>1</sup>, also north of the North Island Main Trunk railway, which has been identified in the notified Plan as being “Business” (which includes the Council Service Centre) and which is zoned business under the Operative District Plan.

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<sup>1</sup> Which is the intersection of concern raised by Ms Trenouth for traffic related effects

- (c) Growth planning for Tuakau and infrastructure identifies a future rail station and bus station approximately 400m east (from 18 Ryders Road) on the opposite side of Harrisville Road. Thus, the Ryders Road properties are ideally located to maximise the planned public transport infrastructure and are more conveniently located to this infrastructure than the southern parts of the notified town centre zoning along George Street.
  - (d) The PWDP has not sought to zone additional business land in Tuakau, even though the predicted population growth is significant, as evident from the large areas in Tuakau shown for residential growth.
  - (e) Tuakau has a specific node for industrial activities to the south east of the town, at Whangarata Road, which is currently under development and does not need to retain the Ryders Road properties as Industrial. I do not consider a rezoning back to Business Zone as affecting the supply of industrial zoned land.
6. Notably, the H25: Zone Extents – Framework Report Supplementary Evidence prepared by Dr Davies in paragraphs 28 -30 identifies that Tuakau has zoned greenfield industrial land that have not yet been “taken up” (i.e. constructed on”) and that Tuakau does not have a shortage of supply of Industrial zone land.
  7. Furthermore, the potential for traffic effects (such as those identified by Ms Trenouth) of any future land use can be managed by the Proposed District Plan standard in 14.12.1.4 (Traffic generation). Notably activities exceeding the permitted activity thresholds require specific resource consent as a restricted discretionary activity with matters of discretion relating to road and/or intersection safety and performance.
  8. Zoning of the Ryders road properties based on their current land use is not a superior outcome when considered against the matters raised above.
  9. The proposed business zone is consistent with the relevant PWDP policy framework, higher order documents and is the most appropriate way to achieve the purpose of the RMA.