

HEARING 6 – VILLAGE ZONE (SUBDIVISION)

Thorntree Orchards Ltd. Avon Road Pokeno and S. and T. Hopkins Pioneer Road, Pokeno

GENERAL COMMENTS –

- I am tabling Aerial photos of both areas that are subject to my submissions under this topic. Both properties are currently zoned Rural in the proposed District Plan and the case for their inclusion in the Village zone will be made under the appropriate topic which is Hearing 25 Zone Extents. The case for inclusion in the Village Zone is based on the current character of the properties and their close proximity to the existing village.
- The two main points that I want to bring to your attention in this Hearing are:
 1. The importance of joining Pokeno with Tuakau and Te Kowhai in the policies that provide for the Higher Density Development when Waste water and Water supply infrastructure is available and
 2. To suggest a preferred form of intensification to the two options suggested in the Section 42A report on the Village Zone by Jonathan Cleave

The Importance of Joining Pokeno with Tuakau and Te Kowhai in the policies that provide for Higher Density Development

- *Para. 38 of the 42A report recognises Pokeno (and Port Waikato) as having the largest of the Village Zoned Areas outside of Tuakau and Te Kowhai. The para also notes that Village-zoned areas do not normally contain schools, shops or **community facilities**. In the case of the Thorntree Orchards submission, the area enjoys the communal use of a substantial recreation domain comprising 5.9 has. with public tennis courts and building facilities. In addition St Mary's Anglican Church remains very active within the community and enjoys heritage status. Two of Pokeno's three cemeteries are also located in this area proposed as an extension to the Village Zone.*
- *The Hopkins property to the South of the village is also strategically placed as an addition to the Village Zone and will add form and a contribution to a compact shape of a future Pokeno City.*
- *Para 40 of the 42 A report recognises Pokeno as one of the fastest growing communities in the Waikato and confirms that along with Tuakau and Te Kowhai, Pokeno are the only townships with a Village Zone that are included in Policies 4.1.10 – 4.1.18.*

It is my submission It makes no sense that with its current characteristics of very rapid growth, substantial work opportunities through the significant expansion of heavy and light industry and a well established Village Zone as shown on the Proposed Zoning plan that Pokeno has not been included within the policies that provide for higher density development when infrastructure is available.

It is presumed that the reason why Pokeno has been excluded from the policy that allows intensification of the Village Zone in Tuakau and Te Kowhai is that waste water and water supply extensions would need to extend to the eastern side of the motorway. Again, that doesn't make sense as drilled crossings under the motorway are regular features of the extension of the residential zone from Ararimu (Stevensons Development) north.

Response to Village Future Urban Density Precinct recommendation

- I am submitting 3 drawings showing an alternative conceptual design to that proposed by Jonatham Cleave in his 42A Report. The overall purpose of this conceptual design is to provide a response to the recommendations and rationale of Jonathan's s42A report for Village Zone – Subdivision. Specifically, the report proposes a new and significant change to how future growth is managed in the Village Zone areas of Tuakau and Te Kowhai through the use of what is referred to as the "Village Future Urban Density Precinct".
- Essentially the precinct seeks to curtail development in large Rural Zone areas in the Operative Plan that have been identified for Village zoning in the Proposed Plan until services are available. This is demonstrated by the:
 - proposed adoption of the Rural Zone minimum net site area requirement of 20 ha for unserviced subdivision within this precinct; and
 - the requirement to show a layout with a Council approved Structure Plan when subdividing after services become available.
- Whilst the logic of the precinct is appreciated given the uncertainty of the future, it is considered that the recommendation to develop this planning control is an overstep especially considering the absence of such a measure from the development of the Village Zone provisions to date.
- In response, a conceptual subdivision design has been drafted that demonstrates how unreticulated land in a Village Zone scenario can be subdivided to create large unserviced lots and then subdivided again once services become available.
- The present provision in the PWDP that only applies to Te Kowhai and Tuakau, and would need to be extended to Pokeno as well.

Details on conceptual subdivision design

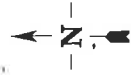
- In this instance, a model concept plan of the area in part covered by the Thorntee Orchards properties demonstrates how an initial large lot development in a Village Zone with carefully designed building platforms of 2,400m² lots can be intensified into generally 800m² lots as infrastructure becomes available
- To smooth the transition to intensified development it is not difficult to require specified building areas on the initial large lots so that the building footprint clearly sits within what will be the boundaries of a future smaller lot. This is similar to the directive present in the Proposed Plan as Policy 4.3.3 (b) – Future Development – Tuakau and Te Kowhai which requires building position to be considered with regards to transitioning from large lots to smaller lots.
- Multiple access lots have also been created to clearly define different residential blocks and to facilitate movement patterns and future services when they become available.
- After services have become available the future subdivision shows intensification whereby the large lots are subdivided into either three or four lots with an area of approximately 800m² – 950m².
- Concurrently with the future stage of subdivision development of serviced lots, the former access lots will develop into public suburban lanes providing for residential vehicle/pedestrian access to houses, as well as accommodating service infrastructure and any natural hydrological features e.g., overland flow paths. The suburban lanes (NZS4404:2010) would have a reduced legal width of 9m, however would retain a width of formation (5.5m – 5.7m) equal to surrounding local or collector roads, and their provision would reduce the presence of rear lots. They also contribute to a simple grid-type layout ensuring that vehicle access directly onto the surrounding local or collector road network is limited.

- Ultimately, the conceptual design demonstrates how unreticulated land can be strategically designed so as to minimise yield loss and to allow for integration as the land is further subdivided when services become available.
- The design also dispels the need for a planning tool like the Village Future Urban Density Precinct. Whilst timing on the provision of future infrastructure is important to develop in any zone, the Village Zone is unique in that there is the clear transition element which enables more intensive development once services are available. The concept design shows how this can be achieved in a manner that is integrated as opposed to ad-hoc and provides good urban design outcomes. It is true that infrastructure timing can impact willingness to develop. However, the design combats this through the following measures:
 - each large lot (un-serviced lot) landowner could develop their land utilising the existing access lots, largely independent of others; the access lots eventually vesting as public road. This satisfies landowners who wish to pursue further development and those that may wish to remain on a larger lot even after services become available.
 - the provision of access lots that will develop into suburban laneways is also a better outcome than providing local road corridors that will go underutilised in the leadup time to services becoming available, or be inappropriately sized to cater to the expected usage.

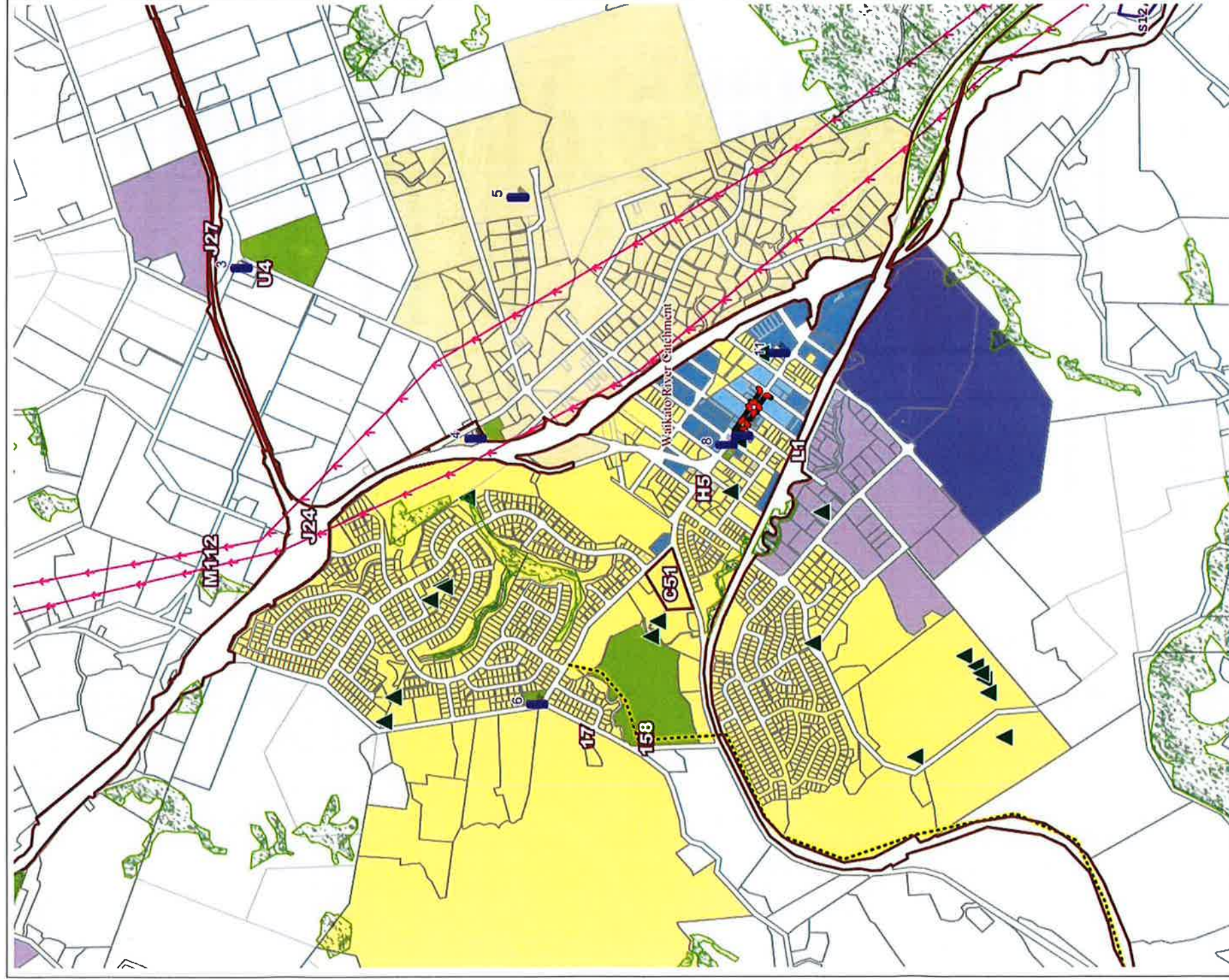
The development concept presented here, in its simplest form, makes achieving the WRPS density target of 8 – 10 households per hectare more viable. With the subdivision design guidelines development, ad-hoc development can be avoided, infrastructure development can be planned, and village communities can develop.

Other problems with the proposal from Jonathan Clease

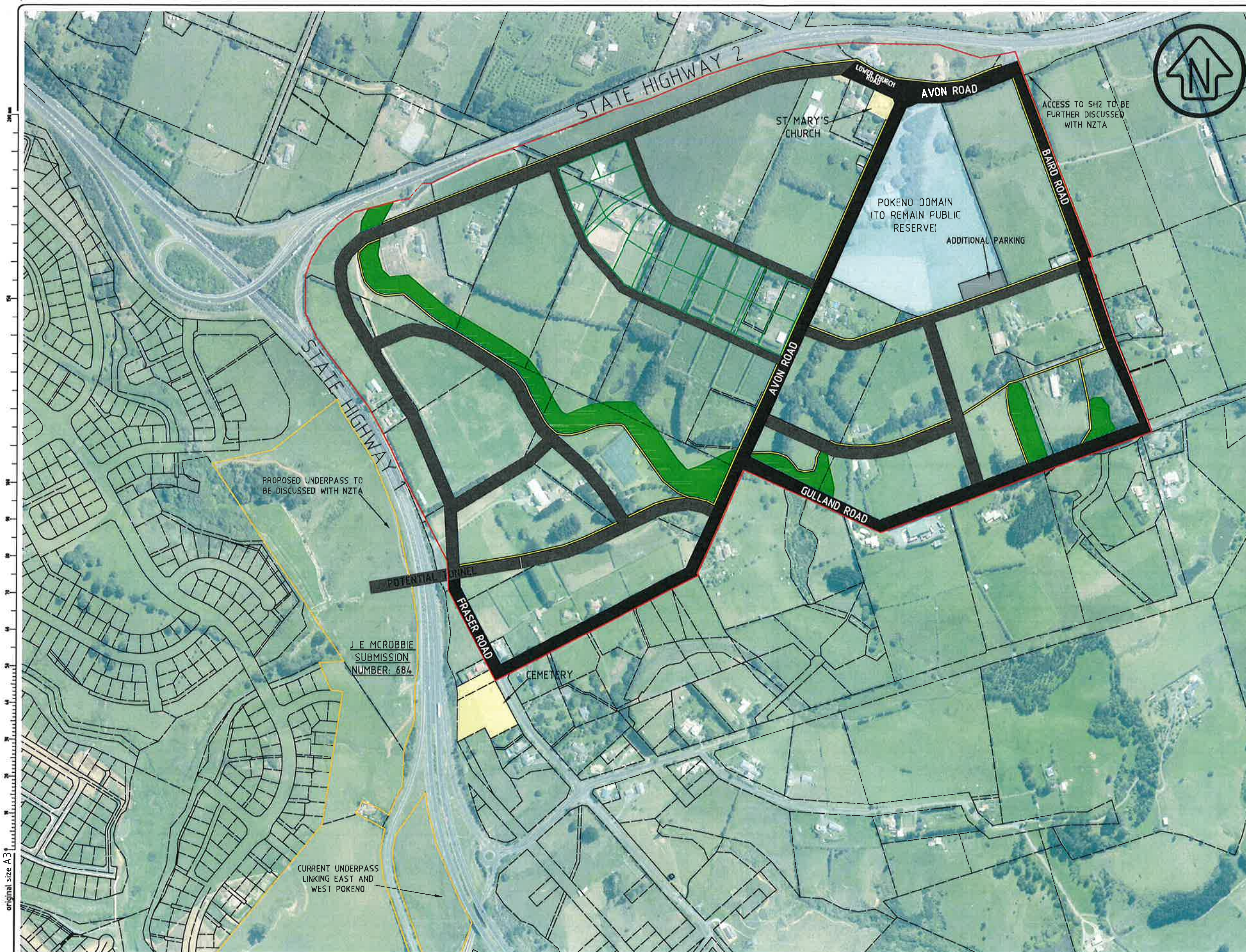
- The minimum area requirement of 20 ha for unreticulated subdivision within the Village Future Urban Density Precinct negates the transitional element of the Village Zone for these precinct areas within Tuakau and Te Kowhai. Instead of being a vehicle that provides for growth over time, growth is essentially limited to taking place when services are available due to the sizeable area requirement.
- A potential consequence of the precinct is to restrict lifestyle/housing choices for future residents. Whilst large lot subdivision is not the desired end-state outcome of the Village Zone, it does offer a diverse lifestyle option that isn't currently present in Tuakau and Te Kowhai as these areas only have Residential and Rural Zone each at the opposite end of the spectrum in terms of density.
- No evidence is provided supporting the implementation of the precinct. Broadly looking at Tuakau and Te Kowhai on the Council GIS viewer shows that there are only a few landholdings in the precinct areas sufficiently big enough to subdivide without services being available. Therefore, it is somewhat redundant to have the provision in place to regulate only a few landholdings.
- When precinct areas do receive services, the subdivision must have a layout that is "in general accordance with a structure plan that has been approved by Council". This adds an extra layer of work for applicants to gain approval and could further slowdown the development process.



Waikato Proposed Plan







Approved for submission by:
Birch Surveyors Ltd

| KEY | |
|------------------------------------|--------------|
| Existing Lot Boundaries | ----- |
| Road Boundaries | ----- |
| Plan Change Area | (88.8555 ha) |
| Proposed Greenfield Areas | |
| Existing Roads | |
| Principal New Road Corridors | |
| Proposed Walkways and Cycle Tracks | |
| Land Owned by J E McRobbie | |
| Submission Number: 684 | |

- NOTES:
- 1) Areas and measurements are approximate only and subject to final survey
 - 2) Roads shown are legal
 - 3) Datum is arbitrary and subject to final survey
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SHEET 1 OF 3



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| | |
|-------------------|----------------------------|
| LOCAL AUTHORITY | WAIKATO DISTRICT COUNCIL |
| PLANNING MAP | |
| ZONING | RURAL |
| ACTIVITY | |
| COMPRISED IN | CFR 66619 |
| TOTAL AREA | 5.7201 ha |
| REGISTERED OWNERS | THORNTREE ORCHARDS LIMITED |

PROJECT NAME

ST MARY'S HEIGHTS
AVON ROAD
POKENO

| | | | | |
|-----------------|------|-------|-------------|------------------------|
| Surveyed | Date | 12/17 | Project No. | 4318 |
| Designed | Date | 01/18 | Scale | HZ: 1:6000 @ A3 |
| SWB | | | REV. | BY DATE COMMENT |
| Drawn | Date | 01/18 | A | SS 01/18 INITIAL DRAFT |
| SS | | | C | SS 09/19 HEARING |
| Approved | Date | | | |
| PROJECT MANAGER | | | | |

| | | | |
|--------------|------------------------------------|--|--------|
| TITLE | | CONCEPT PLAN OF PROPOSED VILLAGE ZONE - AVON ROAD | |
| Drawing Name | F:\w\CAD\CP 4318 C (Hearing).dwg / | SUBJECT TO FINAL SURVEY | Rev. C |



ST MARY'S
CHURCH

Approved for submission by:
Birch Surveyors Ltd

| KEY | |
|------------------------------------|--|
| Proposed Lot Boundaries | |
| Road Boundaries | |
| Plan Change Area | |
| Proposed Greenfield Areas | |
| Existing Roads | |
| Principal New Road Corridors | |
| Road Formation | |
| Proposed Walkways and Cycle Tracks | |

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SHEET 3 OF 3



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| | |
|-------------------|----------------------------|
| LOCAL AUTHORITY | WAIKATO DISTRICT COUNCIL |
| PLANNING MAP | |
| ZONING | RURAL |
| ACTIVITY | |
| COMPRISED IN | CFR 666619 |
| TOTAL AREA | 6.7201 ha |
| REGISTERED OWNERS | THORNTREE ORCHARDS LIMITED |

PROJECT NAME

ST MARY'S HEIGHTS
AVON ROAD
POKENO

| | | | | |
|-----------------|------|-------|-------------|------------------------|
| Surveyed | Date | 12/17 | Project No. | 4318 |
| Designed | Date | 01/18 | Scale | H: 1:2000 @ A3 |
| Drawn | Date | 01/18 | REV. | BY DATE COMMENT |
| SS | | | A | SS 01/18 INITIAL DRAFT |
| Approved | Date | | C | SS 09/18 HEARING |
| PROJECT MANAGER | | | | |

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|--------------|--|
| TITLE | CONCEPT PLAN OF PROPOSED VILLAGE ZONE - AVON ROAD (RETICULATED) |
| Drawing Name | F:\CAD\CP 4318 C (Hearing) - Option.dwg / SUBJECT TO FINAL SURVEY |
| Rev. | C |