



Future Proof Implementation Committee
c/o Ken Tremaine
Future Proof Implementation Advisor
1601/18 Beach Road
Auckland Central
AUCKLAND 1010

31 August 2012

The Chief Executive Officer
Waikato District Council
15 Galileo Street
NGARUAWAHIA 3720

Dear Sir,

**FUTURE PROOF IMPLEMENTATION COMMITTEE SUBMISSION TO THE PROPOSED
WAIKATO DISTRICT PLAN CHANGE 3 – TAMAHERE STRUCTURE PLAN (July 2012)**

This submission is lodged by the Future Proof Implementation Committee (FPIC) in **support** of the *proposed Waikato District Plan Change 3 – Tamahere Structure Plan* (Tamahere SP) notified on 28 July 2012.

The FPIC is the implementation arm of the Future Proof Growth Strategy (Future Proof, or Strategy). The FPIC includes representatives from the Hamilton City Council (HCC), the Waipa District Council (Waipa DC), the Waikato District Council (Waikato DC), the Waikato Regional Council (WRC) and tāngata whenua. As the administering authority for the Proposed Plan, the Waikato DC has abstained from forming a part of this submission. The Future Proof partners may still make individual submissions.

The FPIC supports the implementation of key aspects of the Future Proof Strategy within the Proposed Plan Change 3. It has adopted some of the key principles of the Strategy including promoting a 'live, work, play' philosophy and providing key strategic links with infrastructure. The detailed matters of support are set out in our formal submissions attached to this letter.

The FPIC is willing to appear in support of its submission. If others make a similar submission, the FPIC would also be prepared to consider presenting a joint case with them at the submissions hearing.

Yours sincerely

A yellow sticky note with the handwritten name "Ken Tremaine." in black ink. The signature is written in a cursive style with a period at the end.

Ken Tremaine
Future Proof Implementation Advisor

General Comments

The Future Proof Partners commend Waikato District Council on the Proposed Tamahere Structure Plan, Plan Change 3, which signals the provision of key land transport infrastructure to service the Tamahere Country Living Zone and provides an appropriately sized commercial centre to cater for community needs.

The Future Proof Implementation Committee (FPIC) respectfully request that Waikato District Council give consideration to the following matters in their assessment of the submissions on the proposed Plan Change 3. These matters are of importance to Future Proof Strategy Implementation.

Strategic Context

The FPIC notes that the strategic context and purpose of Plan Change 3 is described in the Section 32 Report and commends Council for the inclusion of the Future Proof Growth and Implementation Strategy in this context.

The FPIC also supports the integrated approach and consideration of the Tamahere Community Plan, Waikato District Growth Strategy, Waikato Regional Policy Statement, Waikato Regional Land Transport Strategy, and the Waikato Raupatu Claims (Waikato River) Settlement Act 2010. These are key pieces of national, regional and local policy that guide Plan Change 3.

Alignment with Future Proof Settlement Pattern

Chapters 6 and 8 of the Future Proof Strategy describe the sub-regional settlement pattern and identify the land use issues currently facing the sub-region. This settlement pattern has been adopted in the Proposed Regional Policy Statement.

Among these issues facing the sub-region which relate to and are addressed by the Tamahere Structure Plan are:

- Increasing travel distances – addressed through the provision of the Village Business Zone, providing residents with local retail and community facilities;
- Unplanned development in rural areas adjacent to the boundary of Hamilton City – the Tamahere Structure Plan addresses this issue by appropriately signalling the local land transport infrastructure required to support the Country Living Zone;
- The attractiveness of rural-residential living, which if unmanaged, can increase infrastructure costs and lead to pressure to extend urban services or levels of service – Plan Change 3 addresses this by signalling a proposed road layout that discourages rat-running on inappropriate routes;
- Commercial development on the outskirts of Hamilton City undermining the Hamilton CityHeart, including the extensive development of retail/mall shopping in out-of-centre locations – Plan Change 3 addresses this issue by providing a Village Business Zone at an appropriate scale for the local community that does not undermine the Hamilton CityHeart.

The FPIC support those areas of the proposed Plan Change which align with the Future Proof Settlement Pattern.

Tamahere Country Living Zone

In 2011 Future Proof completed an extensive study into residential growth pressures that contributed to forecasted congestion on the Waikato Expressway. This project, the Waikato Expressway Future Land Use Pressures Analysis, provided support for the Waikato District Plan Change 2 on rural subdivision. At the time the study was completed, the Tamahere Country Living Zone data provided by Waikato District Council indicated that the Tamahere Country Living Zone:

- Contained 1,200 rateable properties with approximately 1,000 dwellings;
- Provided for a development capacity of approximately 2,110 properties, when undevelopable areas such as gullies and reserves were taken into account;
- Assuming 2.9 average persons per household, the population capacity for the Tamahere CLZ is approximately 6,100 people, which is over twice the present day population of Raglan;
- Should the rate of historical rate of growth within the Tamahere CLZ continue, the development capacity will be reached by 2036.

Given the scale of development potential within the Tamahere CLZ, it is appropriate that Waikato District Council give specific consideration to community needs and the integration of the land use pattern with infrastructure, alternative transport modes, community services and business services. Plan Change 3 progresses these considerations, and is therefore supported by Future Proof.

Tamahere Village 2006

In 2006 'Tamahere Village' was proposed by Newell Holdings Limited. This plan change specifically identified the growth potential of the Tamahere CLZ, and the Waikato Expressway as opportunities that would support a large scale retail facility. Newell Holdings proposed a fully enclosed retail complex between 28,000m² – 36,000m² over a 47ha parcel of land between Tamahere Drive and State Highway 1. Following extensive engagement and consultation with the Tamahere community, Council declined the request to initiate a plan change and the project was halted.

This scale of development would be inconsistent with the objectives and principles of Future Proof and its settlement pattern, and be inconsistent with the Proposed Regional Policy Statement. The Future Proof Implementation Committee therefore support Plan Change 3 to ensure that the Tamahere Village Business Zone is of an appropriate scale for community needs, but does not undermine core Future Proof principles.

Provision of Tamahere Village Business Zone

The Tamahere Village Business Zone is described in the proposed amendments to Policies 6.3.3 and 11.3.10. The FPIC supports the provision of 8,800m² of ha of business zone and the limitations on retail scale. These provisions appropriately provide for the needs of the Tamahere community.

Provision of Recreation Zone

FPIC supports the provision of 7.19 ha of recreation zone and its related policies to provide for the Tamahere community and is appropriately co-located near the Tamahere school providing an enhanced community focal point.

Home Occupations

The FPIC supports the further restrictions placed on home occupations within the Tamahere Country Living Zone in regards to the maximum floor space and maximum heavy vehicle movement provisions under Rule 27.11A. These restrictions contribute to the protection of Tamahere's rural character and lessen the impacts of potential home occupations on the development of a Village Business Zone and the undermining of the commercial office space development in Hamilton City and Cambridge town centres.

New Road Layout

FPIC notes the proposed plan change Map 22 does not identify all road stoppages, as identified in the presentation of the Plan Change to the Future Proof Transport Reference Group in May 2012; for example, Annebrook Road and the removal of the Newell Road/SH21 intersection are not detailed on the proposed Map 22.

The FPIC supports the proposal to include a roading layout as part of Plan Change 3, but requests that the structure plan accurately maps the proposed future road layout across the spatial extent of the structure plan area. Where there is uncertainty, Waikato District may wish to provide "indicative" roading layouts that are subject of future processes and detail what those processes will involve.

Future Proof supports the on-going consultation with the NZTA regarding the function and connections of the Tamahere roading network to SH 1 and SH 21, and notes that these discussions are of particular importance, as recognised in:

- The Waikato Expressway Future Land Use Pressures Analysis adopted by the Future Proof Implementation Committee;
- The Waikato Expressway Network Plan; and
- The Waikato Regional Land Transport Strategy.

Recognition of the Role of the Waikato Expressway

FPIC notes that there is limited discussion of the effects of the Plan Change on the Waikato Expressway Network. Throughout the project concerns have been raised around inappropriate uses of the Expressway which could decrease its safety and efficiency, such as rat-running and local commuting.

Chapter 8.24 of the Future Proof Strategy notes that detailed integrated planning between transport and land use must occur in order to address the issues facing the network.

In addition, the Waikato Expressway Network Plan (WENP) identifies the issues surrounding development within the Tamahere Structure Plan area and the effects on the role and function of the future Waikato Expressway. This is discussed in detail under sections 2.2 and 5.7 of the WENP.

Further discussion regarding the scope and extent of effects of the proposed Plan Change on local access to the Expressway is welcomed by the FPIC.

Specific submission points for consideration are provided overleaf.

Submission Point	Proposed Plan Provision	Support/Oppose	Submission Detail	Relief Sought
1	General – Locality	Support with Amendments	The location of the Tamahere Structure Plan area has been defined in 3.0 of the Section 32 Report as the area covered by the Tamahere Country Living Zone <i>“bounded by the Hamilton City Council (HCC) boundary to the north, Waikato River to the west, State Highway 21 and Tauwhare Road to the south and Mangaharakeke Stream to the east with State Highway 1 bisecting the zone north to south.”</i>	FPIC requests that spatial extent of the Tamahere Structure Plan be mapped to provide more certainty on the spatial extent the Structure Plan applies.
2	Policy 6.3.3	Support	FPIC supports the establishment of a compact village retail centre. This policy addresses the issue of a lack of a Tamahere focal point and provides residents with a local centre of appropriate scale that does not undermine the Future Proof settlement pattern.	Retain policy 6.3.3 in conjunction with its associated rules in schedule 23B as notified.
3	Policy 11.2.15	Support	FPIC supports the integrated vision for the Tamahere Village Business Zone, adjoining recreation reserve, Village Green, and the community facilities. This policy further defines the purpose of the Business Zone as a focal point for Tamahere and emphasises its local importance.	Retain Policy 11.2.15 as notified.
4	Policy 11.3.4	Support	FPIC supports the emphasis on a compact village centre which meets the demands of Tamahere residents for commerce and amenity.	Retain Policy 11.3.4 as notified.
5	*New* Policy under Chapter 8		<p>FPIC requests that the Structure Plan provide better recognition and reference of:</p> <ul style="list-style-type: none"> • The purpose and objectives of the Waikato Expressway as defined under section 2.2 within the Waikato Expressway Network Plan (WENP); • The issues on transport infrastructure, identified within the WENP section 5.7 and the Future Proof Strategy chapter 8.24, arising from development and connectivity within the Tamahere Structure Plan area; and 	FPIC requests that a new policy be drafted under Chapter 8 of the District which gives effect to the purpose and objectives of the Waikato Expressway as stated under 2.2 of the Waikato Expressway Network Plan, and which addresses the issues of 5.7 of the WENP.

Submission Point	Proposed Plan Provision	Support/Oppose	Submission Detail	Relief Sought
			<ul style="list-style-type: none"> The need for Council to appropriately provide for local road connectivity to serve the growing community within the Tamahere structure plan area. 	
6	Schedule 23B – Tamahere Village Business Zone	Support	FPIC supports the inclusion of a new schedule to provide for the Tamahere Village Business Zone. It is recognised that this business zone is unique in the District and requires its own rules and assessment criteria.	Retain Schedule 23B as notified.
7	Rule 23B.5 – Prohibited Activities	Support	<p>FPIC supports the listed prohibited activities within the Tamahere Village Business Zone. The prohibition of residential activities, overnight health facilities, and traveller’s accommodation clearly define the zone for the provision of retail and services. The prohibition of large format retail and drive through services further define the local focus for the proposed business zone.</p> <p>This rule ensures that the Tamahere Village Business Zone does not undermine the nearby commercial centres of the Hamilton CBD and the Cambridge Town Centre. This is consistent with the Future Proof Growth and Implementation Strategy.</p>	Retain Rule 23B.5 as notified.
8	Rule 23B.10 – Land Use Activities	Support with amendments	<p>FPIC supports the permitted activities within the Tamahere Village Business Zone. These do not undermine the purpose or capacities of the nearby commercial centres of the Hamilton CBD and the Cambridge Town Centre and are consistent with the Future Proof Growth and Implementation Strategy.</p> <p>Rule 23B.10.1 and 23B.10.2 contain a small typographical error which should be amended.</p>	<p>Change Rules 23.B.10.1 and 23.B.11.2 to 23B.10.1 and 23B.11.2, respectively.</p> <p>Otherwise retain as notified.</p>
9	Rule 27.11A – Home Occupations	Support	FPIC supports the additional restrictions placed on permitted home occupation activities; specifically, the limits on the total gross floor	Retain Rule 27.11A as notified.

Submission Point	Proposed Plan Provision	Support/Oppose	Submission Detail	Relief Sought
			<p>area not exceeding 40m² and the limit of 4 heavy vehicle movements per day.</p> <p>FPIC recognises that the operative district plan provides the ability for home occupations to employ 2 staff members who are not residents.</p> <p>The restriction on floor space is particularly important amendments as it reduces the home occupation activities to an appropriate scale for Country Living Zone.</p>	
10	Appendix A: Traffic Table 8 – Road Hierarchy	Support	FPIC supports and acknowledges the addition of Newell Road and the Proposed Link Road as collector roads, as well as the classification of Birchwood Lane and Devine Road as local roads.	Retain Table 8 as notified.
11	Map 22	Support with amendments	<p>FPIC requests amendments to Map 22 as notified on two points:</p> <ul style="list-style-type: none"> • The maps do not show the extent of the Tamahere Structure Plan area; • The maps do not give a clear or complete understanding of the changes to the road layout within the Structure Plan area. <p>It is the understanding of the FPIC that road stoppages under consideration have not been included in the proposed Map 22; for instance the changes to Annebrook Rd and Newell Rd.</p> <p>Consequential amendments should also be made to Maps 19 and 24A of the Operative Plan.</p>	<p>FPIC requests that:</p> <ul style="list-style-type: none"> • The proposed Map 22 be redrawn to include a clear indication of the extent of the Tamahere Structure Plan area • The proposed Map 22 be redrawn to clearly indicate the proposed changes in road layout within the Tamahere Structure Plan area. • Consequential amendments are made to Maps 19 and 24A of the Operative Plan.