

Hamilton City Operative District Plan October 2017 Proposed Plan Change 2 –Te Awa Lakes Private Plan Change

(Form 5 - Submission on a Publicly Notified Plan Change Under Clause 6 of the First Schedule to the Resource Management Act 1991)

Send completed submission forms to:

Address: Submissions Proposed Plan Change 2- Te Awa Lakes Private Plan Change
Economic Growth and Planning Unit
Hamilton City Council
Private Bag 3010
Hamilton 3240

Email: districtplan@hcc.govt.nz

IMPORTANT REMINDER: SUBMISSIONS MUST REACH COUNCIL BY 4.30PM, 29 NOVEMBER 2017

Please print and do not use pencil. Please attach more pages if necessary. If you do not wish to use this form, please ensure that the same information required by this form is covered in your submission. Further information on how to make a submission and the submission process is available in a summary sheet from the Council, on the Council website Hamilton.govt.nz/teawalakes, or phone (07) 838 6810 (Economic Growth and Planning Unit).

To: Hamilton City Council

Submission on: Hamilton City Operative District Plan October 2017 Proposed Plan Change 2-Te Awa Lakes Private Plan Change

Your full name: _____

Company name: PORTS OF AUCKLAND LIMITED

Your postal address: C/- BENTLEY & CO. LTD, PO BOX 4492,
SHORTLAND STREET, AUCKLAND 1140

Your email address: marbutnot@bentley.co.nz

Contact name and address for service of person making the submission:

This is the person and address to which all communications from the Council about the submission will be sent. You do not need to fill this in if the details are the same as the above

Telephone number: (09) 309 5367

1. The specific provisions of the Proposed Plan Change that my submission relates to are as follows: [Please refer to the specific section or part]

REFER TO ATTACHED SUBMISSION

2. My submission is that:
[State in summary the nature of your submission. Clearly indicate whether you support or oppose the specific provisions or wish to have amendments made, giving reasons]
REFER TO ATTACHED SUBMISSION

3. I seek the following decision from the Hamilton City Council:
[Give precise details]
REFER TO ATTACHED SUBMISSION

4. I do ~~not~~ wish to be heard in support of my submission.
[Please cross out the part of the statement that does not apply to you]

5. If others make a similar submission I would ~~would not~~ be prepared to consider presenting a joint case with them at any hearing.
[Please cross out the part of the statement that does not apply to you]

Mark Oulsh
[Your signature or that of the person authorised to sign on behalf of the person making this submission]

29/11/2017
[Date]

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Please be aware when providing personal information that submissions may be reproduced and included in Council public documents. These documents are available on Council's website.

**SUBMISSION ON PROPOSED PLAN CHANGE 2 TO THE HAMILTON
DISTRICT PLAN – TE AWA LAKES PRIVATE PLAN CHANGE
UNDER
CLAUSE 6 OF THE FIRST SCHEDULE, RESOURCE MANAGEMENT ACT 1991**

To: Hamilton City Council
Private Bag 3010
Hamilton 3240

Submission on: Proposed Plan Change 2 – Te Awa Lakes Private Plan Change

Name: Ports of Auckland Limited

Address: PO Box 1281
Auckland 1140
Attn: Alistair Kirk

1.0 Introduction

- 1.1 Ports of Auckland Limited [**“POAL”**] is a port company established under the Port Companies Act 1988. POAL has over 500 employees and currently operates two seaports, and three ‘inland freight hubs’ at Wiri, South Auckland, Mt. Maunganui in the Bay of Plenty, and Longburn, near Palmerston North.
- 1.2 POAL is committed to increasing the use of New Zealand’s existing rail infrastructure in the expansion of its port operations. It is in the process of establishing an ‘inland freight hub’ across 33ha of land at the Horotiu Industrial Park. The site has excellent road and rail connections and will improve access to overseas markets for Waikato-based exporters. Better international freight links will benefit the region by encouraging additional investment in the Waikato, and greater employment opportunities.

2.0 Scope of Submission

- 2.1 POAL’s submission relates to the proposed rezoning of 62ha of land north of Hutchinson Road, between the Waikato Expressway and the Waikato River for a ‘Major Facilities Zone’, ‘Medium Density Residential Zone’, and a ‘Business Zone’.
- 2.2 Specifically, POAL’s submission relates to the appropriateness of the rezoning of the industrial land resource, and the extent to which the intensification that is enabled by Plan Change 2 [**“PC2”**] can be managed to avoid constraining the development of the adjacent Horotiu Industrial Park (which is enabled by Chapter 24B of the Operative Waikato District Plan).

3.0 Submission

- 3.1 POAL is opposed to PC2. It is concerned that PC2 does not give effect to the Operative Waikato Regional Policy Statement (“**WRPS**”), and specifically the policies contained within section 6, the development principles outlined in section 6A and the Future Proof land allocation and staging contained in section 6D of the WRPS.
- 3.2 Table 3 of the FutureProof Strategy November 2017 (which has a 30 year horizon) confirms that within “Decade 1” (2016 – 2025) there is sufficient capacity through infill/intensification and within the Greenfield areas of Rototuna, Peacocke, Rotokauri and Ruakura, to accommodate the household supply requirements of Hamilton City. This, combined with the general lack of connectivity between the PC2 area and existing residential development and infrastructure (including social infrastructure and public transport), is such that a compact urban form will not be promoted by PC2, despite that being a key aspiration for Hamilton City under the Hamilton Urban Growth Strategy (“**HUGS**”).
- 3.3 The HUGS seeks to ensure that approximately 50% of Hamilton City’s growth is accommodated within existing areas of the city (through infill development and intensification), and makes provision for Greenfield growth. In this regard, the HUGS identifies that there is sufficient capacity within the Rototuna growth cell to cater for the next 10 years of Greenfield housing supply.
- 3.4 In the longer term (i.e. beyond the 10 years’ supply that exists within the Rototuna growth cell), the HUGS prioritises residential growth to the Peacocke area rather than in the remainder of the Rotokauri structure plan area. Both of these areas have been subject to structure plans to ensure development is undertaken in a managed way and provide good urban design outcomes, and the HUGS does not anticipate the development of the Peacocke area (580ha beyond the Stage 1 area) to be required to be developed prior to 2025.
- 3.5 While it is acknowledged that the PC2 area is not “greenfield” (insomuch that the land has subject to historic quarry activities), it is currently not identified within the strategic planning documents as forming part of the existing or future residential land resource. Therefore, its development for residential purposes needs to be considered in the context of the residential growth priorities of the HUGS.
- 3.6 PC2 will also result in the loss of a strategic industrial land resource that is required to service the demands for industrial development until 2061. Te Rapa North has been identified by the WRPS as a strategic industrial node as a consequence of a comprehensive planning exercise. The proposed rezoning of the land does not give proper consideration to the long-term land use requirements for industrial development within the region. The supply of industrial land within the Waikato region will be reviewed as part of Phase 2 of the FutureProof update (which is scheduled to occur in late 2018). Until such time as this review occurs, it is premature to remove this identified “Strategic Industrial Node” from the region’s industrial land supply. The fact that there is a surplus of industrial land

elsewhere in Hamilton City fails to take into consideration the locational attributes of the Te Rapa North area, and its proximity to the State Highway and rail networks, as well as the benefits that will occur from an agglomeration of industrial activity with the Horotiu Industrial Park.

- 3.7 Furthermore, its proximity to other existing and planned regionally significant industrial development (both in the Hamilton and Waikato Districts) will cause reverse sensitivity effects as a result of the establishment of incompatible uses on the land. POAL is in the process of establishing an ‘inland freight hub’ across 33ha of land at the Horotiu Industrial Park that will operate 24 hours per day, 7 days per week. Key to the successful and efficient operation of the freight hub is ensuring that the road and rail network can operate efficiently and effectively, and without constraint from non-industrial forms of development. PC2 will enable an increase in the number of sensitive receivers in proximity to the Horotiu Industrial Park, the North Island Main Trunk Line, and the roundabout intersection between Great South Road and State Highway 1. PC2 will generate a large number of vehicle trips (including from residents and tourists), which were not anticipated when the road network was designed and developed. This has the potential to constrain the operation of the freight hub (which is heavily reliant on the use of rail and road connections to transport freight throughout the Waikato region and the wider upper north island).
- 3.8 Given the extent of industrial development that is planned to occur within the Horotiu Industrial Park, and its reliance on obtaining rail and road access proximate to the PC2 area, it is important to ensure that if PC2 is to provide for intensification at this location:
- (a) all sensitive activities are required to protect themselves from the effects associated with the lawful operation of the Horotiu Industrial Park and the surrounding transportation network; and
 - (b) the safe and efficient operation of the transportation network, and its connections with the State Highway network, is maintained.
- 3.9 This could be achieved through the imposition of additional mitigation measures on sensitive land uses (including appropriate design controls such as setbacks and the insulation of buildings), together with the staging of improvements to the transport network to ensure its ongoing safe and efficient operation. By doing so, PC2 would provide for future residential and business growth in a manner that will avoid constraining the ongoing use and development of the Horotiu Industrial Park.

4.0 Relief sought

- 4.1 POAL seeks that PC2 be declined.
- 4.2 In the alternative, and without derogating from the relief that is sought at paragraph 4.1, the following relief is sought by POAL:
- (a) That minimum acoustic insulation and ventilation standards are placed on the development of “sensitive” activities within the PC2 area.

(b) That any required improvements to the transport network to ensure its ongoing safe and efficient operation be incorporated into PC2 as prerequisites for the development of the land.

(c) Such further or other consequential relief as may be necessary to fully give effect to the relief sought in this submission.

4.3 POAL could not gain an advantage in trade competition through this submission.

5.0 Conclusion

5.1 POAL wishes to be heard in support of this submission.

5.2 If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

PORTS OF AUCKLAND LIMITED

Signature by its planning and resource management consultants and authorised agents Bentley & Co. Ltd



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