

21 September 2006

File Ref. 65-07-46

TO CHAIRMAN AND MEMBERS OF POLICY COMMITTEE

HAUTAPU INDUSTRIAL STRUCTURE PLAN AND PLAN CHANGE PROJECT UPDATE

1 PROPOSAL

- 1.1 The following report provides an update on the Hautapu Industrial Structure Plan / Plan Change project, and recommendations for the next stages of work. In particular the report introduces the draft structure plan report, which is intended to support further public consultation prior to completion of the final structure plan and associated plan change documentation to be developed.

2 SUMMARY

- 2.1 The Policy Committee approved the extension of the study area at its November 2005 meeting.
- 2.2 Uncertainty by Transit over the final design of the Cambridge Bypass prompted a desktop review of the original Industrial Growth Cells, which retained the Hautapu Cell as the preferred site for industrial development even without an interchange with the Bypass at Victoria Road.
- 2.3 Completion of the Phase 1, Opportunities & Constraints Report has not identified any fatal flaws to development of the area for industrial purposes.
- 2.4 A draft structure plan and associated report has been prepared, which provides a framework for development from a servicing perspective as well as introducing plan change recommendations by identifying possible design guidelines, landscaping requirements and the nature of activities to be accommodated.
- 2.5 The draft structure plan will support further public consultation prior to completion of the final structure plan and associated plan change documentation.

3 RECOMMENDATION

That

- a) *The report of the Consultant Planner dated 21 September 2006 be received.*

- b) *That the Draft Structure Plan report (including the plan change recommendations report) be confirmed as a basis for further public consultation.*
- c) *That a Final Structure Plan and Draft Plan Change for notification be presented to the Policy Committee in December 2006.*

4 LEGAL

- 4.1 The Hautapu Industrial project includes the development of a structure plan and preparation of proposed changes to the Waipa District Plan.
- 4.2 Any change to the operative District Plan should proceed in accordance with the requirements of the Resource Management Act 1991 (RMA). Specifically:
 - 4.2.1 Section 73(1A) of the RMA states that:
"A district plan may be changed by a territorial authority in the manner set out in the Schedule 1."
 - 4.2.2 Section 74 of the RMA states the matters to be considered by Council when preparing a plan change. These matters include:
Its functions under Section 31;
The provisions of Part II;
Its duties under Section 32; and
Any regulations and other statutory documents.
 - 4.2.3 Section 31(1)(a) of the RMA gives Council the following function:
"The establishment, implementation and review of objectives, policies and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district."
 - 4.2.4 Part II of the RMA contains reference to the purpose and principles of the Act, and in particular to the concept of sustainable management, matters of national importance, other matters and the Treaty of Waitangi.
 - 4.2.5 Section 32 of the RMA requires Council, before adopting any objective, policy or rule, to consider alternatives to the change and to assess any benefits and costs. The Council must, amongst other things, have regard to the extent to which the particular objectives, policies, rules or other methods are necessary in achieving the purpose of the Act.

5 COUNCIL POLICY

- 5.1 It is Council policy to refer proposed Plan Changes to the Policy Committee for authorisation prior to full investigation and consultation.

6 BACKGROUND

6.1 The Hautapu Industrial Structure Plan and Plan Change project is one of several projects currently underway to implement the recommendations of the Waipa Urban Growth Strategy (2003). An “update report” was presented to the Policy Committee in November 2005. This report summarised progress on the study to date and highlighted particular issues for the Committees consideration. These issues included the uncertainty over the provision of an interchange with the Cambridge Bypass and Victoria Road. The report also introduced the potential to expand the study area to the west.

6.2 The following resolutions were passed:

- a) *The Hautapu Structure Plan/Plan Change project comprising approximately 58ha be extended to include approximately 40ha of land between the western boundary of the original study and Peake Road.*
- b) *The Plan also provide direction to and consideration of existing properties on the south side of Hautapu Road (between Hannon and Peake Roads) and cemetery land.*
- c) *Council expresses its concern at the time it has taken to get confirmation from Transit New Zealand on where the proposed bypass will cross State Highway 1B.*

7 COMMENT

7.1 Review of Industrial Growth Cells

7.1.1 In January 2006 a desktop review of the original industrial growth cells identified within the Waipa Urban Growth Strategy was undertaken. This identified the Hautapu cell as still being the most preferable location for industrial development even without a full interchange at Victoria Road with the Cambridge Bypass. This provided confidence to proceed with the structure planning of this area.

7.2 Extended Study Area

7.2.1 Following on from the review of the industrial growth cells a newsletter update on the project was sent to all landowners within the extended study area as well as to key stakeholders in the project.

7.2.2 At the time of writing this report very little feedback has been received.

7.3 Draft Structure Plan Report

7.3.1 A draft structure plan with associated report and recommendations for the plan change phase has been prepared and has incorporated comments received by Council staff at a workshop held on 15 September 2006.

7.3.2 The intention is to use the draft structure plan as a basis for further public consultation before preparation of the final structure plan and associated plan change documentation. The draft structure plan is enclosed as Appendix A of the structure plan report.

7.3.3 The overall purpose of the structure plan is to provide a broad framework within which landowners and developers can prepare development proposals in a flexible manner while maintaining an integrated approach to development. The Structure Plan seeks to create a high quality industrial area consistent with the amenity and character expected within Cambridge, together with ensuring that adequate provision of services such as sewerage, stormwater, water reticulation, roading and pedestrian and cycle links are provided.

7.2.1 Land Use & Amenity

7.2.1.1 A landscape report has been prepared and accompanies the draft structure plan report within Appendix E. The focus of this report is to identify the potential landscape and visual effects of a zone change, assess the extent of the potential effects, identify opportunities for enhancement and recommend mitigation measures that can be incorporated into any future plan change. The report also produces a supplementary set of guidelines as a guide for good practice industrial design within the site. The report identifies that there are no fatal flaws from a landscape perspective and seeks to introduce measures that will contribute to the area being developed as a high-class industrial park.

7.2.1.2 A plan change recommendations report accompanies the draft structure plan and identifies activities that should and should not be encouraged within the area. It is recommended that large format retailing be excluded from the area. Provision for retail activities, which complement the industrial park, such as takeaway food bars should be made, with Area D on the structure plan, being the area that these should be encouraged to be located (so as to provide a central focal point for these service activities).

7.2.2 Services

7.2.2.1 A services assessment looking into the needs of a fully developed industrial park has been undertaken and is contained within sections 3-6 of the structure plan report. There have been no fatal flaws identified from a servicing perspective. The key points are identified below.

7.2.2.2 Transportation

A single main access to the study area is considered advantageous over a multiple access option as it limits the conflict with Hautapu Road and existing uses. It also optimises separation distances between the Peake Road and Victoria Road intersections as well as the main access to the Fonterra dairy factory and provides a designated entry point to the industrial

park, avoiding confusion for visitors. In addition it provides an opportunity to create a gateway into the site, which can embrace and enhance the existing Cambridge area by creating an avenue effect by way of specimen planting along the central median through the main access into the area.

The proposed roading layout is provided within Appendix B of the draft structure plan report. Specific features are:

- Roundabouts at the major intersections to accommodate the predicted traffic flows.
- A main access road, leading from Hautapu Road into the site consisting of a 31-metre road reserve.
- A main collector road, incorporating a section of the existing Hannon Road consisting of a 22-metre road reserve.
- Removal of access off Victoria Road / SH1B
- Hannon Road to be closed at the intersection with Hautapu Road and once dissected by the Cambridge Bypass.
- Provision for a separate access directly from Hautapu Road into the Hautapu Cemetery
- Provision of a wider bypass designation in recognition that the current width is not sufficient.
- Cycleway & Pedestrian links through the buffer areas along the southern boundary linking to the internal road layout.

7.2.2.3 Stormwater

Due to the flat nature of the site the use of a piped stormwater network for the whole site was deemed unfeasible at an early stage. Therefore, it was determined that the use of soakage, swales and ponds were the most suitable means for stormwater disposal on this site.

Appendix D of the draft structure plan report shows the proposed stormwater system layout. Key features include:

- Swales located both around the boundary and internally through the site, which provide dual use as a buffer area along the site perimeter, providing opportunities for planting and cycleway / walkways.
- A retention pond located centrally on the site, within the area to be encouraged for service activities, which provides opportunity for dual use as a central focal / reserve point.
- A detention pond near the north-west corner of the site.

7.2.2.4 Wastewater

The planned expansion of the reticulation in the northern part of Cambridge includes a provision of a collector manhole upstream of the Taylor Street pump station to receive flows from the Hautapu Industrial Areas amongst others. The reticulation expansion works were originally designed to include for the original 64 ha Hautapu study area. With the extension of the study area to 121ha the current design for the expanded wastewater reticulation system will require upgrading to cater for the increased flows.

Due to the flat nature of the site it is not possible to drain the whole Hautapu Industrial Zone by gravity pipelines. Therefore a sewerage reticulation scheme has been formulated based on a series of seven pump stations pumping into one delivery pressure main, which is planned to discharge into a proposed collector manhole located at Taylor Street.

7.2.2.5 Water Supply

The capacity of the existing supply network has been assessed using hydraulic modelling techniques that have confirmed that the current network is unable to provide the anticipated 3640m³ per day water requirement. Due to the lack of spare capacity in the existing water supply network to supply the site, two possible options are proposed to alleviate the current supply problem:

- An upgrade of the existing water supply network, together with a 300mm feeder watermain located in Victoria Street that shall supply the site.
- Construction of an above ground reservoir (located either on or off site) with storage capacity in the range of 36 – 72 hours (approximately 6300m³- 12600m³). This shall require a dedicated supply main to be laid to the reservoir located on Watkins Road. The storage capacity of the reservoir has been calculated for the Hautapu site only. Further investigations would be required if it was required for the reservoir to serve other adjacent areas.

An assessment of the costs of the above options, which is currently being undertaken will assist in a recommended option.

7.2.3 Plan Change Recommendations

- 7.2.3.1 A Plan Change Recommendations report provided within Appendix F of the structure plan report, examines the statutory framework and the resource management issues, which have been identified as important matters through the initial consultation and investigation process. The recommendations include exclusion of large scale retail from the site, detailed landscaping and site treatment, bulk and location standards and general rules pertaining to the management of effects such as noise, vibration, glare and odour.

- 7.2.3.2 The recommendations also include specific provision for a central core area where service activities such as takeaway food bars are able to establish, to provide a central focal point for the site. The location of a retention pond as a dual stormwater / recreation use within this area will also enhance this central area.
- 7.2.3.3 Once further consultation with Council staff and Policy Committee members is completed and the overall policy direction for the area established and confirmed, the formal plan change documentation with associated assessment criteria, objectives, policies and rules will be prepared.

8 FINANCIAL IMPLICATIONS

- 8.1 There will be a need to extend and upgrade existing infrastructure to provide for the development of this area for industrial development. The provision of these services will be paid for by the developers through the payment of financial contributions
- 8.2 As part of the investigations for the proposed plan change financial contributions will be calculated. This will need to be consistent with Councils policy directives on these matters.

9 PUBLIC RELATIONS/COMMUNICATION

- 9.1 Since the decision was made to extend the study area, a letter/newsletter drop has been made to all landowners within the study area and other key stakeholders, providing an update on the project and the decision to extend the study area. The newsletter also advised of the possibility of a further open day to be held in early November 2006. There has been limited feedback from those parties who received the newsletter.
- 9.2 Further consultation has also been undertaken with Transit NZ and Fonterra as two key stakeholders. Transit are still non committal on the nature of the bypass but have requested we factor in a wider designation width based on the existing width being insufficient. Issues surrounding access and the servicing needs of Fonterra were also discussed and where appropriate these have been factored into the structure plan.
- 9.3 A further public open day should be held once the draft structure plan is agreed in principle by the Policy Committee. The timing of the open day is expected to be late October / early November. Feedback received at the open day will assist in the preparation of a final structure plan and draft plan change documentation for notification

10 CONCLUSION

- 10.1 To further progress this project requires confirmation from the Committee that the attached draft structure plan is suitable as a basis for further public consultation.
- 10.2 The subject area can generally be confirmed as being appropriate for development from a services perspective, however staging of development is likely to be difficult based upon the 'pinch' service point locations (i.e. vehicle access off Hautapu Road, water supply feed from Victoria Road, stormwater outfall to corner of Peake/Hautapu Roads).
- 10.3 Once specific public consultation is undertaken on the draft structure plan (in the form of an open day) then feedback will be incorporated into the development of a final structure plan and associated draft plan change for notification at the December Policy Committee meeting.

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