

**BEFORE AN INDEPENDENT HEARING COMMISSIONER
APPOINTED BY THE WAIPĀ DISTRICT COUNCIL**

IN THE MATTER of the Resource Management Act 1991 (the **Act**)

AND

IN THE MATTER of Private Plan Change 35: Te Awamutu Large Format
Retail Centre to the Waipā District Plan (**PPC 35**)

**STATEMENT OF EVIDENCE OF PUI CHUEN (RACHELLE) HUI ON BEHALF OF
638 LIMITED (AS THE APPLICANT)**

(PLANNING)

Dated: 27 July 2026

Matthew Allan
Partner
allan@brookfields.co.nz
Telephone No. 09 979 2210
P O Box 240
DX CP24134
AUCKLAND

BROOKFIELDS
LAWYERS

1. SUMMARY OF EVIDENCE

- 1.1 My full name is Pui Chuen (Rachelle) Hui. I present this statement of planning evidence as the planner responsible for preparing the request for Private Plan Change 35: Te Awamutu Large Format Retail Centre to the Waipā District Plan (**PPC 35**).
- 1.2 In summary, PPC 35 seeks to establish a consistent and integrated planning framework across the existing Te Awamutu Large Format Retail Centre (**TALFRC**) at 670 Cambridge Road (**Area A**) and the adjoining land at 638 Cambridge Road (**Area B**).
- 1.3 PPC 35 responds to the limited capacity for additional large-format retail floorspace within the existing town centre and commercial zones, and to the practical need to provide for the efficient and coordinated use of Area B as part of the TALFRC. The current zoning and overlay framework applying to Area B constrains that outcome and does not provide an integrated framework for managing the interface between future commercial development and adjoining residential land.
- 1.4 The key features of PPC 35 include rezoning Area B from Medium Density Residential Zone (**MDRZ**) to Commercial Zone, including Area B within the TALFRC, updating the Commercial Zone provisions, and introducing performance standards and assessment matters for Area B relating to landscaping, transport upgrades, stormwater, flood hazard management and ecological effects.
- 1.5 Following notification, amendments have been proposed to respond to submissions and further technical assessment. The substantive amendments include updating the TALFRC to show the Te Miro Waters 1% AEP flood level, revising the Area A gross floor area provisions, introducing additional flood hazard and ecological provisions for Area B, and refining transport-related standards and assessment matters.
- 1.6 I agree with the overall conclusion in the section 42A report that PPC 35, subject to amended provisions, satisfies the relevant statutory and policy requirements.
- 1.7 My evidence addresses the key submission topics identified in the section 42A report, including transportation, stormwater and flood hazard management, ecological values and landscaping, the proposed rezoning of

the right-of-way leg of 650 Cambridge Road, performance standards and consequential amendments. Where appropriate, I support Ms Morris' recommendations, while also recommending limited refinements to ensure the provisions are clear, effective and aligned with the technical evidence.

- 1.8 In relation to transportation, I rely on Mr Bell's evidence that the proposed Cambridge Road/Access 1 intersection upgrades are technically feasible and that the potential traffic effects of PPC 35 can be appropriately managed. I support retaining flexibility in the provisions for any required land, or easements in gross, to secure transport infrastructure, and recommend that the provisions avoid imposing an absolute 20 metre separation requirement for all Area B vehicle crossings where that is not physically practicable.
- 1.9 In relation to stormwater and flood hazard management, I rely on Mr Fokianos' evidence that future development of Area B can achieve appropriate freeboard requirements and be designed without materially increasing flood risk, inundation hazards or downstream flooding effects. I support additional provisions to manage flood hazard effects, with refinements to ensure the performance standards reflect the effects assessed in the technical evidence.
- 1.10 I also support the recommended ecological and landscaping provisions applying to Area B, the rejection of the proposed rezoning of the right-of-way leg of 650 Cambridge Road, and the consequential amendments required to ensure consistency within the District Plan.
- 1.11 Overall, I consider that PPC 35, as amended, provides an appropriate planning framework for the expansion of the TALFRC and is the most appropriate way to achieve the purpose of the plan change and the sustainable management purpose of the RMA.

2. INTRODUCTION

- 2.1 My evidence addresses the planning matters related to PPC 35. My evidence should be read in conjunction with:
 - (a) the expert traffic and transportation evidence of Keith Bell;
 - (b) the three waters expert evidence of Constantinos Fokianos; and
 - (c) the corporate evidence of Daniel Fitzgerald.

- 2.2 I am employed by Planning Focus Limited, an independent planning consultancy based in Auckland. I have been with the company since June 2017. Prior to joining Planning Focus Limited, I held planning roles in local government and private consultancies in Auckland and Canterbury.
- 2.3 I hold a Bachelor of Planning (Honours) from the University of Auckland, obtained in 2011, and have practised as a Planner since that time. I am an Intermediate Member of the New Zealand Planning Institute (NZPI).
- 2.4 I have extensive experience in the commercial and industrial sectors, including the planning and delivery of commercial, large-format retail, industrial and infrastructure developments. I have provided planning advice and services to a range of established commercial and industrial clients, including:
- (a) Goodman Nominee – Highbrook Business Park, M20 Business Park, Savill Link Business Park and The Gate Business Park;
 - (b) Property for Industry – various industrial landholdings, including sites on the Avondale Peninsula, Wiri and Penrose;
 - (c) Indesco – a number of warehousing and distribution developments within the Māngere Gateway Precinct at Ihumātao and Drury; and
 - (d) NZ Bus – depot developments and operations in Mount Wellington.
- 2.5 In addition, I have prepared resource consent applications and managed planning projects across a range of sectors, including childcare and education facilities, community facilities, mixed-use developments, greenfield developments, and infrastructure upgrades associated with Kāinga Ora brownfield redevelopment projects.
- 2.6 I am familiar with the PPC 35 area and its surrounds and have visited the subject site.

3. CODE OF CONDUCT

- 3.1 I have read the Code of Conduct for Expert Witnesses outlined in the Environment Court's Practice Note 2023 (**Code**) and have complied with it in preparing this evidence. I also agree to follow the Code when presenting evidence at the Independent Commissioner Hearing. I confirm that the issues addressed in this brief of evidence are within my area of expertise,

except where I state that I rely upon the evidence of other expert witnesses. I also confirm that I have not omitted to consider material facts known to me that might alter or detract from my opinions.

4. SCOPE OF EVIDENCE

4.1 This statement of evidence covers the following:

- (a) A summary of my evidence (see **Section 1** above);
- (b) **Section 5:** The background and purpose of PPC 35;
- (c) **Section 6:** Key features of PPC 35, including amendments that have been incorporated subsequent to the notification of PPC 35;
- (d) **Section 7:** The statutory and policy framework;
- (a) **Section 8:** Analysis of key matters and s32AA evaluation;
- (e) **Section 9:** Conclusion.

5. THE BACKGROUND AND PURPOSE FOR PPC 35

Site and Surrounds

- 5.1 The AEE¹ and section 42A report² comprehensively describe the land that is the TALFRC at 670 Cambridge Road and the land at 638 Cambridge Road, which collectively form the “Plan Change Area”. These descriptions set out the natural and physical characteristics of these sites and the surrounding environment. These documents should be referred to for a full description of these matters. My evidence provides a brief summary of the site and surrounds.
- 5.2 For consistency with the plan change documents, I refer to the existing TALFRC and 638 Cambridge Road as Area A and Area B, respectively, as shown in Figure 1 below.

¹ [The Assessment of Environmental Effects \(AEE\) and Statutory Assessment supporting the Private Plan Change Request for PPC 35.](#)

² [Waipā District Council, Section 42A Report – Te Awamutu Large Format Retail Centre: PPC 35, 20 July 2026.](#)



Figure 1: Plan Change Area (Area A and Area B).

- 5.3 Area A comprises six parcels totalling approximately 6.06ha and forms the existing TALFRC. It contains five commercial buildings accommodating a range of large format retail and service activities, supported by centralised car parking, landscaping, and three access points from Cambridge Road, including via a right-of-way over 650 Cambridge Road to the west. The TALFRC has been developed in accordance with various resource consents, with the most recent approval granted in 2026 for a Pak'n'Save click-and-collect facility.
- 5.4 Area B comprises approximately 4ha of land containing two dwellings and associated outbuildings. The site is currently used for grazing and adjoins established residential development to the north. Access is provided via the existing right-of-way over 650 Cambridge Road (to the east), which also serves Area A.
- 5.5 The Plan Change Area is located on the southern side of Cambridge Road and approximately 780m from the Te Awamutu town centre. It is surrounded by a mix of residential, rural and emerging urban development, including the Waipiko Landing Precinct to the west, which is currently being developed as a master-planned residential neighbourhood with supporting commercial, community and open space amenities.

Purpose and Rationale for PPC 35

- 5.6 Section 7.1 of the AEE outlines the background and purpose of PPC 35. In summary:

- (a) The existing TALFRC is operating close to its permitted floorspace. Opportunities to accommodate additional large-format retail floorspace within the existing town centre or other commercial zones are limited, creating a need for additional commercial capacity.
 - (b) The Applicant acquired Area B to facilitate the replacement of the existing Mitre 10 with a larger store, and to enable future growth. Extending the TALFRC into adjoining land is considered the most efficient and practical means of accommodating that growth.
 - (c) Area A and Area B are currently subject to different zoning frameworks, being the Commercial Zone and MDRZ respectively, together with different overlay controls. Area B is also excluded from the existing Te Awamutu Large Format Retail Site Area.
 - (d) These differing planning frameworks constrain the integrated use and development of Area B and create inefficiencies by applying inconsistent provisions across a single commercial operation. In particular, they:
 - (i) Limit the efficient development and use of Area B for commercial purposes; and
 - (ii) Do not provide an integrated framework for managing the interface between future commercial development and the adjoining residential land.
- 5.7 In this context, PPC 35 seeks to establish a consistent and integrated planning framework across Areas A and B to support the expansion of the TALFRC. The proposed framework will facilitate efficient commercial development while providing appropriate controls to manage effects at residential interfaces and ensure a coordinated form of development.
- 5.8 Daniel Fitzgerald addresses the purpose of PPC 35 further from a corporate perspective in his evidence.

6. KEY FEATURES OF PPC 35, INCLUDING AMENDMENTS THAT HAVE BEEN INCORPORATED SUBSEQUENT TO THE NOTIFICATION OF PPC 35

6.1 Section 7.2 and Attachment D of the AEE describe PPC 35 in detail.

6.2 In summary, PPC 35 proposes to:

- (a) Rezone Area B from MDRZ to Commercial Zone, and remove the infrastructure constraint and river/gully proximity overlays;
- (b) Include Area B within the TALFRC;
- (c) Amend the Commercial Zone description and introduce a policy to better recognise and enable commercial activities within the TALFRC;
- (d) Update provisions to reference the proposed TALFRC;
- (e) Revise the Area A rules and standards;
- (f) Introduce performance standards for Area B relating to landscaping, transport upgrades and stormwater management; and
- (g) Revise and introduce matters of control and assessment criteria for new building development within Area B.

Post Notification Amendments

6.3 Following notification and submissions, various amendments have been proposed to the notified provisions. Most amendments are for clarification and do not alter the meaning or intent of the notified provisions, except for the following substantive amendments:

- (a) Update the TALFRC to show the 1% AEP flood level as per Te Miro Waters flood model;
- (b) Revise the aggregate gross floor area for Area A;
- (c) Introduce performance standards, matters of control and assessment criteria for Area B relating to ecology and the flood hazard;
- (d) Amend performance standards relating to transport upgrades for Area B.

6.4 These post-notification amendments respond to the relief sought by the submissions made by Waikato Regional Council (**WRC**), Waipā District Council (**WDC**) and Foodstuffs North Island (**FSNI**), some of which were supported by the Applicant in its further submission.

6.5 Where relevant, I have addressed these in detail in my evidence below.

7. STATUTORY FRAMEWORK

7.1 The statutory framework for the consideration of a district plan change (such as PPC 35) is comprehensively set out in *Long Bay-Okura Great Park Society Incorporated & Ors v North Shore City Council*³.

7.2 The statutory tests that apply to the consideration of a district plan change, and specifically how they apply to the consideration of PPC 35, are whether (relevantly):

- (a) The provisions accord with and assist Waipā District Council in carrying out its functions (under s31) for the purpose of achieving the purpose of the RMA;
- (b) The provisions give effect to any National Policy Statement, which I consider to be:
 - (i) The National Policy Statement on Urban Development 2020 (**NPS-UD 2020**);
 - (ii) The National Policy Statement on Freshwater Management 2020 (**NPS-FM**);
 - (iii) National Policy Statement for Indigenous Biodiversity 2023;
 - (iv) National Policy Statement for Natural Hazards 2025 (**NPS-NH**);
 - (v) Resource Management (National Environmental Standards for Freshwater) Regulations 2020 (**NES-F**); and

³ *Long Bay-Okura Great Park Society Inc & Ors v North Shore City Council* (Decision No. A 78/2008). Subsequent cases have updated the Long Bay summary, including *Colonial Vineyard v Marlborough District Council* [2014] NZEnvC 55.

- (vi) Resource Management (National Environmental Standards for Assessing and Managing Contaminants in Soil to protect Human Health) Regulations 2011.⁴
- (c) The provisions give effect to the Regional Policy Statement (**RPS**);
- (d) The provisions have regard to relevant management plans and strategies prepared under other Acts, which I consider to be:
 - (i) Te Ture Whaimana o Te Awa o Waikato – the Vision and Strategy for the Waikato River (Te Ture Whaimana);
 - (ii) Future Proof Development Strategy;
 - (iii) Waipā 2050 District Growth Strategy;
- (e) In making a rule, the Council must have regard to the actual or potential effects on the environment, including, in particular, any adverse effect;
- (f) Under ss32 and 32AA of the RMA:
 - (i) The objectives are the most appropriate way to achieve the purpose of the RMA;
 - (ii) The provisions are the most appropriate way to achieve the objectives (which s32(6) states is the purpose of the plan change) by:
 - (A) identifying other reasonably practicable options for achieving the objectives; and
 - (B) assessing the efficiency and effectiveness of the provisions in achieving the objectives; and
 - (C) summarising the reasons for deciding on the provisions;
 - (iii) Assessing the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from

⁴ The National Policy Statement for Highly Productive Land 2022 (**NPS-HPL**) does not apply to PPC 35. Area B is zoned Residential Medium Density and is therefore excluded from the application of the NPS-HPL under clause 3.5(7), on the basis that it is land identified for future urban development.

the implementation of the provisions, including the opportunities for:

- (A) Economic growth that is anticipated to be provided or reduced; and
- (B) Employment that is anticipated to be provided or reduced; and
- (iv) Assessing the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.

7.3 PPC 35 is supported by a comprehensive assessment of the relevant planning matters in the application package, including the AEE, section 32 evaluation and supporting technical reports. I adopt (and do not repeat) those assessments, subject to the matters addressed in this evidence.

7.4 I have also reviewed the section 42A report by Alice Morris. I agree with her overall conclusion that PPC 35, subject to amended provisions, satisfies the relevant statutory and policy requirements.

7.5 The NPS-NH warrants separate brief consideration because it came into force after the AEE and section 32 evaluation for PPC 35 were prepared. The section 42A report notes that the NPS-NH came into force on 15 January 2026.⁵

7.6 The section 42A report records that:

- (a) The objective of the NPS-NH is that natural hazard risk to people and property associated with subdivision, use and development is managed using a risk-based proportionate approach.
- (b) Flood hazard modelling for Area B has been undertaken, with risks assessed as ranging from low to medium.
- (c) Waikato Regional Council has advised that its concerns regarding flood hazard matters have been addressed following engagement with the Applicant.

⁵ Waipā District Council, Section 42A Report – Te Awamutu Large Format Retail Centre: PPC 35, 20 July 2026 at 3.3.14.

- (d) Existing district plan provisions will ensure that hazard risks are appropriately considered and addressed at the time of resource consent for development on Area B.

- 7.7 I agree with Ms Morris that PPC 35 is in accordance with the requirements of the NPS-NH.⁶ PPC 35, as recommended to be amended, gives effect to the NPS-NH by ensuring that natural hazard risks (particularly flooding) are managed in a manner consistent with the NPS-NH's objective and policies.
- 7.8 In my opinion, PPC 35 meets the relevant statutory and policy requirements as set out above. The provisions of PPC 35 accord with and assist Waipā District Council in carrying out its functions under the RMA, give effect to the relevant National Policy Statements and the RPS, and appropriately have regard to relevant management plans and strategies.

8. ANALYSIS OF KEY MATTERS

- 8.1 I have structured my evidence thematically, consistent with the s42A report. My evidence focuses on the key 'topics' that are raised in submissions, including the actual and potential effects arising from PPC 35, which I address below.
- 8.2 The assessment in Ms Morris' s42A report is structured under eight topics. Those that I address are as follows:
 - (a) Topic 3 – Transportation;
 - (b) Topic 4 – Stormwater/Flood Hazard Management;
 - (c) Topic 5 – Ecological values and Landscaping;
 - (d) Topic 6 – Rezoning of the ROW leg of 650 Cambridge Road;
 - (e) Topic 7 – Performance Standards; and
 - (f) Topic 8 – Consequential Changes
- 8.3 Within my analysis of each of the above topics, where amendments have been made to the proposed provisions in response to submissions, I have included a s32AA evaluation of those amendments, except where

⁶ Section 42A report, at 3.3.18.

amendments are editorial in nature and do not change the intent of the notified provisions (which were comprehensively assessed in the AEE).

- 8.4 A consolidated set of updated planning provisions, showing the recommended changes tracked, is attached as **Attachment A**. An updated version of the TALFRC Concept Plan is located at page 14 of Attachment A, however for convenience a larger version is provided at **Attachment B**. The key changes to the plan are:
- (a) Revised the aggregate gross floor area for Area A.
 - (b) Updated the Building A1 footprint to incorporate the Pak'nSave Click & Collect facility.
 - (c) Updated the Building A3 footprint.
 - (d) Updated the landscape buffer within Area A.
 - (e) Updated the 1% AEP flood level for Area B.
- 8.5 I do not address Topic 1 – Consultation and Engagement further, which addresses submission point 4/1 by FSNI. Following the submission process, consultation was undertaken with FSNI, and agreement was reached on amendments to the relevant provisions. Furthermore, I agree with Ms Morris' conclusion that Jay E L Limited and Park Road Holdings Limited (Jay E L Limited) have legal standing as submitters and may continue to participate in the plan change process in relation to the matters raised in their submission. I have no further comments on this matter (Submission Point 5/6).
- 8.6 I do not consider further assessment of Topic 2 – Urban Growth to be necessary. Jay E L Limited (Submission Point 5/1) supports PPC 35 as being consistent with Te Awamutu's growth strategy and the T11 Growth Area. I agree with Ms Morris' recommendation to accept this submission point. Matters relating to urban growth are addressed in the AEE, and PPC 35 will provide additional retail choice while facilitating improved management of flood hazard risk within Area B.

Topic 3 – Transportation

State Highway Implications

- 8.7 NZTA's submission (1/1, 1/2, and 1/3) is summarised in paragraphs 4.3.3 – 4.3.5 of the s42A report. In response to this submission, further survey and

modelling work was undertaken by the Applicant and presented to NZTA, which demonstrated that the proposal would not give rise to significant adverse effects on the operation of the State Highway 3 – Ōhaupō Road/Arawata Street/Cambridge Road roundabout. On that basis, NZTA advised that it no longer wished to be heard in support of its submission, although the submission was not formally withdrawn. No amendments have been proposed to respond to this submission, with the resolution to this having been achieved by additional analysis. I have no further comments on this matter.

Traffic Upgrades (Access 1)

- 8.8 PPC 35 requires the Cambridge Road/Access 1 intersection to be upgraded and signalised prior to the development of Area B. The required works include pedestrian and cycling facilities, pedestrian crossings, and a dedicated left-turn lane. The mechanism to require these upgrades is the proposed Rule 6.4.2.22.d.
- 8.9 The submissions and further submissions from WDC (3/1), FSNI (4/5, FS 2/4) and the Applicant (FS 1/1) regarding these upgrades are addressed in paragraphs 4.3.8–4.3.24 of the s42A report.
- 8.10 The proposed wording for Rule 6.4.2.22.d.iii, bullet point 5, set out in paragraph 4.3.16 of the s42A report, arose from discussions between the Applicant and FSNI regarding the potential need for additional land to accommodate the intersection upgrades. The intent of the wording is to clarify that any land that may be required to be vested to provide for transport infrastructure may only be acquired by agreement with the relevant landowner, and that such acquisition will not be directly undertaken or facilitated by WDC. The wording that was proposed by the Applicant was agreed by FSNI.
- 8.11 Ms Morris recommends that the additional text to bullet point 5 is formatted as an 'advice note', rather than being included within the bullet point itself. She has also recommended that the wording is amended to refer to an option of securing any required land for transport infrastructure by way of an easement in gross to the Council.
- 8.12 Mr Bell's evidence confirms that, although detailed design and survey work have not yet been completed, the proposed signalised intersection, including

the dedicated left-turn lane, is technically feasible and can be accommodated within the legal boundaries of Cambridge Road and Access 1. He sets out the preliminary intersection design prepared to date demonstrating this at Annexure A in his evidence. The final lane and taper dimensions, signal equipment, pedestrian facilities and other engineering details will be determined through detailed design and Council approval processes.

- 8.13 In light of Mr Bell's evidence, the present expectation is that no additional private land will be required for the intersection works. Nevertheless, I consider it appropriate to retain flexibility for the vesting of land as road, or alternatively the granting or reserving of easements in gross, should these ultimately be required to achieve a safe and efficient transport outcome.
- 8.14 I support the additional text to bullet point 5, which clarifies that any use of land for these upgrades is to be the responsibility of the applicant for a resource consent. In my view, whether this clarification is included within the rule or as an advice note is largely a drafting matter, as both approaches achieve the same practical outcome. However, consistent with the agreement reached with FSNI, I prefer that the provision be included within Rule 6.4.2.22.d.iii, bullet point 5.
- 8.15 I also agree that an easement in gross in favour of Council is an appropriate alternative mechanism where transport infrastructure is required on private land, and that referring to either vesting land or securing an easement conveys an acceptable degree of flexibility within the rule.
- 8.16 Having regard to the above, I support the amendments to Rule 6.4.2.22.d, as per the submission by WDC and Ms Morris' s42A Report, while noting that Mr Bell does not presently anticipate that a boundary adjustment or use of additional private land will be required. In particular, I support the adjustment to Rule 6.4.2.22.d.iii bullet point 5 to provide clarity as to the options that may be utilised if additional land is required, and that this will be the responsibility of a future applicant. These amendments will add clarity to the rule, but do not meaningfully change its intent, and therefore no s32AA evaluation is necessary.

Vehicle Access Points

- 8.17 FSNI raised concerns (4/4) that the indicative vehicle crossings shown for Area B could adversely affect existing and future access arrangements

serving Pak'n Save, including the recently consented click-and-collect facility. In response, Gray Matter Limited, engaged by Council as a transport advisor, reviewed the proposed access arrangements and recommended that the Concept Plan be amended to require a minimum 20 metre separation between vehicle crossings serving Areas A and B.

- 8.18 Mr Bell does not support a fixed requirement for a minimum 20 metre separation between all vehicle crossings serving Areas A and B. His evidence is that the spacing of the existing Area A crossings makes that separation physically incapable of being achieved for all potential Area B customer accesses. He also considers that the Area B service access should preferably be aligned with the existing Area A service access, as this would provide a simpler arrangement for the infrequent manoeuvring of articulated vehicles and preserve the opportunity for future connection between the service areas.
- 8.19 I accept Mr Bell's evidence on this matter. I therefore recommend that the Concept Plan and associated provisions do not impose an absolute 20 metre separation requirement. Instead, customer vehicle crossings serving Area B should be located to achieve as much separation from the Area A crossings as is physically practicable, with the final locations determined through the resource consent and detailed design process. The provisions should also allow the Area B service access to be aligned with the corresponding Area A service access.

Carparking and Gross Floor Area

- 8.20 FSNI's concerns (4/6) regarding an increase to the cap on aggregate gross floor area within Area A, and associated potential increases in parking demand and reliance on the Pak'n'Save carpark, together with the agreement reached between FSNI and the Applicant, are summarised in paragraphs 4.3.30–4.3.40 of the s42A report. The agreed amendments retain the existing aggregate gross floor area within Area A (Buildings A2, A3, A4 and A5), ensuring that future development undertaken as a controlled activity does not increase the amount of floor space already established and assessed.
- 8.21 In the s42A Report, Ms Morris confirmed, through building consent records, that Building A2 has a gross floor area of 3,675m² and identified other

amendments required to accurately reflect the existing gross floor area within the planning provisions.

- 8.22 I support the recommendations set out in paragraph 4.3.42 of the s42A report. Several of these amendments have already been incorporated through the post-notification amendment process, while the remaining amendments provide further certainty that the provisions accurately reflect the existing development and intended scale of the TALFRC. Together, they address the relief sought by FSNi and reduce the effects of the proposal as originally assessed.
- 8.23 While the amendments to these rules constitute a change to the existing planning provisions, they are administrative in nature in that they will ensure the provisions reflect the consented level of activity within Area A. This will resolve the existing uncertainty within the rules (which have been superseded by subsequent resource consents).

Area A Traffic Generation

- 8.24 The Gray Matter report accompanying the section 42A report notes that the traffic assessment supporting PPC 35 does not address any additional traffic movements associated with the backfilling of the existing Mitre 10 building within Area A. For clarity, PPC 35, as amended, does not enable any additional gross floor area or activities beyond those already provided for under existing resource consents. To the extent that a change in activity might alter the pattern or level of traffic generation, I note that (as Mr Bell explains) TEAM applied a 40% uplift to all turning movements at Accesses 1 and 2 as a conservative sensitivity assessment. His evidence is that this provides an appropriate robustness test of the access and intersection arrangements against materially higher future demand. I rely on his evidence in concluding that the potential traffic effects of backfilling Area A can be appropriately accommodated.

Pedestrian Infrastructure on Private Land

- 8.25 The Gray Matter report also stated that any pedestrian crossing facilities located on private land should be vested in Council. No rationale is provided for this requirement, and it differs from the approach recommended in the section 42A report, which recognises that public infrastructure may be secured through other mechanisms, including easements in gross. I agree

with Ms Morris that vesting is not the only appropriate mechanism available and that alternative legal arrangements can adequately provide for public infrastructure within private land (if required).

Changes to TALFRCP

- 8.26 Figure 9 of the Gray Matter report recommends a number of changes to the concept plan layout, including design elements associated with Access 1. In my view, several of these matters are too prescriptive for inclusion in the plan change. The design of the intersection and RoW / Access 1 is more appropriately considered and resolved through the resource consent process. I also agree with Mr Bell's comments at paragraph 11.34 of his evidence.

Topic 4 – Stormwater/Flood Hazard Management

- 8.27 WRC raised concerns in their submission (2/1, 2/2, 2/3) regarding the flood hazard assessment supporting PPC 35. Following consultation and the preparation of updated flood modelling by the Applicant, which adopted the Te Miro Waters flood model (Figure 2), WRC confirmed that its concerns had been addressed and accepted that PPC 35 would not increase flood levels within the wider Mangaohoi Stream floodplain or materially increase downstream flows. The TALFRCP has subsequently been updated to reflect the Te Miro Waters 1% AEP flood level.



Figure 2: TALFRCP as notified (left), TALFRCP following consultation (right). 1% AEP flood level shown in orange dotted line.

- 8.28 Although a substantial portion of Area B falls within the 1% AEP flood extent (as per Figure 2 above), Mr Fokianos' evidence confirms that future

development within Area B can achieve the minimum freeboard requirement, and be designed without increasing flood risk, inundation hazards, or downstream flooding effects.⁷

- 8.29 I support the inclusion of a new matter of control (Rule 6.4.1.2.a) and assessment criterion (Rule 21.1.6.1) to strengthen the flood hazard provisions, as recommended in the s42A report. The assessment criterion wording as recommended by Ms Morris differs from that proposed by the Applicant (as discussed in paragraph 6.3 above), however, I agree with its intent and effect.
- 8.30 I also support the introduction of a performance standard (Rule 6.4.2.22.f) addressing flood effects, as recommended by Ms Morris. However, I consider the recommended wording implies that development in Area B must not result in any change to flood levels across the broader flood plain for the Mangaohoi Stream. This is not consistent with the supplementary stormwater modelling undertaken by Mr Fokianos, which demonstrates that, with the implementation of a stormwater management pond, future development of Area B is likely to result in less than 1 mm of change in flood levels across almost all of the wider floodplain and only minor localised increases in flood levels (generally up to approximately 20 mm) in limited areas near the northern boundary and eastern access road. For completeness, it is also noted that the modelling shows a likely reduction in downstream peak flows post development.
- 8.31 While the difference is negligible, the wording of the performance standard needs to be clearly aligned with the effects that have been assessed, to ensure the standard is clear and effective. This is particularly important as compliance with the standard determines whether development qualifies as a controlled activity.
- 8.32 For ease of reference, Rule 6.4.2.22.f as per the s42A recommendation is as follows:

No development on Area B shall result in flood levels across the broader flood plain for the Mangaohoi Stream or result in a material increase in flows downstream of Area B.

⁷ Evidence of C Fokianos, at paras 7.5–7.7 and 8.7–8.13 (see also para 13.1).

- 8.33 For the reasons noted above, and for the further reasons given by Mr Fokianos in his evidence, I recommend the following wording for the Rule 6.4.2.22.f:

No development within Area B shall materially increase flood levels beyond the boundaries of Area B within the wider Mangaohoi Stream floodplain or materially increase flows downstream of Area B.

- 8.34 Prior to the release of the s42A report, Council requested an administrative amendment to Rule 15.4.2.14 to clarify its application to Area B, given the different flood hazard notations used in the TALFRC and the planning maps. However, this amendment was not carried through into the recommendations or included in Appendix 2 of the s42A report.

- 8.35 The amendment to Rule 15.4.2.14 is as follows:

Subdivision and development within or adjoining a Flood Hazard Area identified on the Planning Maps, or as shown on the Houchens Road Large Lot Residential Structure Plan at Appendix S13, or shown as the 1% AEP flood level in the Te Awamutu Large Format Centre Plan (for Area B only) shall have building platforms in a complying location that can achieve a minimum free-board level 500mm above the 1% AEP (100 year flood level).

- 8.36 Subject to these amendments, I consider that PPC 35 will ensure that potential flooding effects within and downstream of Area B will be addressed through the resource consent process. Having regard to s32AA, I consider that these amendments will:

- (a) Be the most effective and efficient method to achieve the objective of PPC 35 to enable development within Area B that manages adverse effects to the surrounding environment;
- (b) Avoid costs associated with adverse social, economic, cultural and environmental effects of flooding, while enabling the benefits of the development of Area B for commercial activities.

- 8.37 For completeness, Jay E L Limited through their submission (5/4) sought assurance that *all* flooding effects from any storm event would be managed on site. I agree with Ms Morris and Mr Fokianos that it would be unreasonable

to expect all flood effects from all storm events to be managed entirely on-site. The existing statutory documents, proposed provisions, together with the resource consent process, provide an appropriate framework to assess and manage flood-related effects.

Topic 5 – Ecological Values and Landscaping

Ecological Values

- 8.38 The submission by WDC (3/2, 3/6, 3/7 & 3/8) seeks new provisions to ensure the ecological effects of developing Area B are managed through the resource consent process, giving effect to the recommendations of the Ecological Impact Assessment prepared for PPC 35. The Applicant supported this relief in their further submission (FS 1/2, 1/7 & 1/8).
- 8.39 FSNI opposed the relief sought on the basis that the relevant provisions should apply only to Area B (FS 2/6 & 2/7). Ms Morris accepts this submission point and recommends further refinements to the provisions (Rules 21.1.6.1.b and 21.1.6.1.f. I agree with and support the recommended amendments.
- 8.40 I consider the revised provisions appropriately manage the ecological effects of development within Area B.

Landscaping

- 8.41 FSNI through their submission (4/3) sought removal of the proposed Area A landscaping buffer, which it considered unnecessary and potentially restrictive of future vehicle access. Ms Morris notes that landscaping along Area A's western boundary is already required under existing resource consents and recommends accepting the submission in part by limiting Rule 6.4.2.22.c to Area B and updating the TALFRCP to show the existing consented landscaping. I support the recommendation provided by Ms Morris.

Topic 6 – Rezoning of the ROW leg of 650 Cambridge Road

- 8.42 FSNI through their submission (4/7) sought to rezone the existing right-of-way forming Access 1 to the TALFRC from MDRZ to Commercial Zone, on the basis that its current zoning is anomalous and that the whole TALFRC area, including the right-of-way, should be subject to the same zoning as Area A. The Applicant supported this relief in its further submission (FS 1/11),

noting that the approach is logical, but would require agreement from the owners of 650 Cambridge Road. No such agreement has been received.

- 8.43 Ms Morris recommends rejecting the FSNI and Applicant submission points on the basis that the relief is out of scope, there has been no engagement with the owner of 650 Cambridge Road, and the existing access and zoning arrangements have operated effectively for Area A. She also considers the rezoning would not assist the existing or future development of the TALFRC or the T11 Growth Cell. I agree with that assessment.

Topic 7 – Performance Standards

- 8.44 Jay E L Limited raised concerns in their submission (5/5) regarding the future use of the existing Mitre 10 building and potential amenity effects on Waipiko Landing residents. I note that these matters are addressed in paragraphs 4.7.18 – 4.7.21 of the s42A report and agree with Ms Morris' conclusion that the proposal will not result in effects beyond those anticipated by the District Plan framework. Accordingly, I have no further comments on this submission point.
- 8.45 I accept the s42A report recommendation relating to WDC's submission (3/3, 3/4 & 3/5) to amend the performance standards relating to maximum building height (Rule 6.4.2.3.a) and structure plan referencing, and to update the supermarket footprint to reflect the recently consented click-and-collect facility and associated crossings. These matters do not require further comment in my evidence.
- 8.46 Furthermore, I support Ms Morris' recommended amendment to the matter of control (Rule 6.4.1.2.a). The amended matter of control sought through the WDC submission (3/6) appropriately limits consideration of transport effects to development of Area B and the backfilling of Building A3 in Area A, being the components of PPC 35 that have the potential to generate additional traffic effects beyond those already authorised by existing consents.
- 8.47 In my view, the recommended wording provides greater certainty regarding the circumstances in which transport upgrades and pedestrian and cycle facilities may be required, while ensuring that existing authorised activities within the TALFRC are not unnecessarily captured. The amendment also retains sufficient scope for Council to impose conditions on resource consents relating to the safe and efficient operation of the transport network

where necessary to mitigate effects arising from new development enabled by PPC 35.

Topic 8 – Consequential Changes

- 8.48 Topic 8 proposes consequential changes to the District Plan to ensure consistency and avoid terminology conflicts. These changes are set out in sections 4.8.1 and 4.8.2, and Appendix 2, of the section 42A report. I have no further comments on those changes, with the exception of Rule 6.4.2.22.b.
- 8.49 As a consequential amendment, Ms Morris has recommended deleting subclause (ii) from Rule 6.4.2.22.b ("With regard to other activities enabled by (a)"). However, the effect of this amendment is that the rule no longer functions as intended. The deletion "(ii)" results in the provision applying to both Areas A and B, consistent with Rule 6.4.2.22.a generally. By expressly referring to Rule 6.4.2.22.a(ii), the provision is limited to Area A only, and excludes the supermarket activity enabled within Area B.
- 8.50 In my view, the reference in Rule 6.4.2.22.b should be retained as per the notified version of the provisions.
- 8.51 In addition, I note that Ms Morris' recommended amendments to the matter of control in Rule 6.4.1.2.a (outlined in paragraph 4.7.12 of the s42A report) have not been incorporated into Appendix 2 of the section 42A Report. In my view, the Council's revised wording, which reverts to "internal and external to the development site", is overly broad when compared with the Applicant's proposed amendment, namely "along the southern side of Cambridge Road outside Area A and within Access 1".
- 8.52 The transport assessment undertaken for the proposal has identified and assessed the upgrades necessary to ensure the safe and efficient operation of the transport network. These upgrades are confined to specific design elements located along the southern side of Cambridge Road and within Access 1. Accordingly, in my opinion, the matter of control should remain focused on, and limited to, those specific elements identified through the transport assessment, rather than applying more broadly to works both internal and external to the development site.
- 8.53 These changes are reflected in the proposed provisions in **Attachment A**.

9. COMMENTS ON THE SECTION 42A REPORT AND SUBMISSIONS

- 9.1 I have reviewed Ms Morris' section 42A report, together with the submissions and further submissions on PPC 35. I address the relevant matters raised in those documents in the Analysis of Key Matters section of my evidence.
- 9.2 I support Ms Morris' recommendation that PPC 35 be approved, subject to amendments to the associated plan provisions. I also support further refinements that would improve the proposed provisions, as set out in **Attachment A**.

10. CONCLUSION

- 10.1 For the reasons set out in my evidence, I consider that PPC 35 provides an appropriate planning framework to enable the expansion of the TALFRC into Area B.
- 10.2 I consider that the amendments recommended in the section 42A report, together with the minor refinements addressed in my evidence, appropriately respond to the submissions and manage the potential effects.
- 10.3 I support Ms Morris' recommendation that PPC 35 be approved, subject to the amendments to the provisions addressed in this evidence and reflected in **Attachment A**.
- 10.4 Overall, I consider that PPC 35, as amended, is the most appropriate way to achieve the purpose of the plan change and the sustainable management purpose of the RMA.

Pui Chuen (Rachelle) Hui

Dated 27 July 2026

ATTACHMENT A: UPDATED DISTRICT PROVISIONS (CHANGES MARKED)

Changes Recommended	Shown as follows
Amendments as notified in PPC 35	Text to be deleted as struck through and text to be added as <u>underlined</u> and red text.
Amendments post-notification and post-submissions proposed by Applicant or by reporting planner and which are agreed	Text to be deleted as struck through and text to be added as <u>underlined</u> and in yellow text
Amendments proposed by the Council in its 20 July 2026 Hearing Report which are not agreed by the Applicant's planner	text to be deleted as struck through and text to be added as <u>underlined</u> and in blue text.
Amendments proposed by the Applicant's planner within the 27 July 2026 evidence version	Text to be deleted as struck through and text to be added as <u>underlined</u> and in green text.

Section 6 - Commercial Zone

6.2 Resource Management Issues

- 6.2.3 While it is important to provide opportunities for further commercial development within village commercial centres, neighbourhood centres, large format retail area, and to make provisions for local shops; these opportunities need to be balanced against demand within the area they are located, and the catchment they are intended to serve.

...

6.3 Objectives and Policies

...

Policies – Commercial hierarchy: large format retail centre (Te Awamutu)

6.3.1.8 To enable activities in the Large Format Retail Centre:

- a. where accommodating those activities within existing centres is difficult due to their scale and functional requirements; and
- b. where they do not compromise the function, role and amenity of primary commercial centres or neighbourhood centres.

6.4.1 Activity Status

6.4.1.2	Controlled activities The following activities must comply with the performance standards of this zone
a.	Any development in general accordance with the Te Awamutu Large <u>Format Retail Centre Plan Scale Retail Development Concept Plan SK1-13 prepared by Woodhams/Meikle/Zhan Architects dated 21-04-06 prepared by Woodhams Meikle Zhan</u>

	Architects, referenced as DWG RC100-08, dated 26-06-2025 as contained in Appendix S6, and which satisfies <u>complies with</u> the conditions included in the approved application standards in Rule 6.4.2.22.
	Matters over which Council reserves its control are: ▪ Traffic safety and road improvement works (with reference to the Traffic Impact Assessment submitted with the application documents for Plan Change 53 to the Operative District Plan, dated 1997) <u>Safe and efficient operation of the immediate transport network including intersection upgrades and the upgrading/provision of pedestrian and cycle facilities along the southern side of Cambridge Road outside Area A and within Access 1 and internal and external to the development site</u> that are necessary to mitigate traffic effects arising from development of Area A and/or Building A3 in Area A as shown on the Te Awamutu Large Format Retail Centre Plan in Appendix S6; and ▪ Noise; and ▪ Glare and lighting; and ▪ Landscaping, <u>including wetland restoration planting</u>; and ▪ Car parking (excluding the number of parking spaces), loading and vehicle manoeuvring; and ▪ Signs; and ▪ Stormwater; (with reference to the Stormwater Assessment submitted with the application documents for Plan Change 53 to the Operative Waipā District Plan); and ▪ Soil remediation <u>in accordance with the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011</u> /mitigation in accordance with the Statement of Evidence of Kevin Wood dated 6 November 2006 and to the satisfaction of the Principal Administrative Officers (or their delegate) of both the Waikato Regional Council and the Waipā District Council; and ▪ Colour, location, design and siting of buildings with reference to the visual impact report prepared by Connell Wagner and the Development Concept Plan. Location of the buildings with reference to the Te Awamutu Large Format Retail Centre Plan; ▪ <u>Ecology; and</u> ▪ <u>Flood Hazards.</u> These matters will be considered in accordance with the assessment criteria in Section 21.

...

6.4.1.5 Non-complying activities

b.	Any departure from a Structure or Development Concept Plan the Te Awamutu Large Format Retail Centre Plan contained in Appendix S6 Te Awamutu Large Format Retail, including development which which falls under one or more of the following categories: i. Any development which does Does not satisfy one or more of the conditions standards in Rule 6.4.2.22; or ii. Any development which seeks <u>Seeks</u> a greater number of buildings than shown on the Te Awamutu Large Scale Format Retail Centre Plan is identified on a Structure or Development Concept Plan (excluding the area shown as 'Non-Core Retail'). iii. <u>Includes a Department Store.</u>
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...

6.4.2 Performance Standards

...

6.4.2.3 Buildings must not exceed 14m in height and must be no more than three floors, except that:

- a. On the land in Area A of subject to the Te Awamutu Large Format Scale Retail Development Concept Centre Plan contained in Appendix S6, no building or other structure shall penetrate a height plane of 15m and the building structure associated with units 12 – 14 shown on that Plan must not exceed 8m in height and the Bulk Retail Timber Merchant must not exceed 12m in height except that the Indicative Building Footprints shown on that plan and listed below must not exceed:

- A4 and A5: = 8 metres in height; and
- A3: = 12 metres in height

...

Rule - Outside pedestrian frontages: gross floor area retail floor space

6.4.2.14 Outside the pedestrian frontage area any retail activity in a single tenancy or ownership must be greater than 1,000m² gross floor area, provided that the following are exempt from this rule:

- a. Trade suppliers, yard based suppliers, building improvement centres, service stations, licensed premises, restaurant, cafes and other eating places; and
- b. Cambridge North Neighbourhood Centre; and.

c. Te Awamutu Large Retail Format Centre.

Note: Activities within the Te Awamutu Large Format Centre are subject to Rule 6.4.2.22 of the District Plan.

...

Rules - Te Awamutu large format retail

6.4.2.22 Any development in general accordance with the Te Awamutu Large Scale Format Retail Development Concept Centre Plan prepared by Woodhams Meikle Zhan Architects, referenced as DWG RC100-08, dated 26-06-2025 as contained in Appendix S6 and which satisfies complies with the following conditions standards:

- a. The aggregate gross floor area of the development in Areas A and B must not exceed that shown on the Development Concept Te Awamutu Large Format Retail Centre Plan (being 7,284m² 32,000m² 29,500m² excluding service station) and the aggregate gross floor area of buildings 1-12 must not exceed 12,174m² within which the gross floor area of building one (including internal mezzanine areas) must not exceed 6,200m² and the aggregate gross floor area of buildings 2-12 must not exceed 6,420m²; and provided that:
 - i. There shall be a maximum of one (1) supermarket within the development with a maximum floor area (including internal mezzanine area) of 6,200m²;
 - ii. The maximum aggregate gross floor area for other activities (excluding the supermarket and service station) at within Area A shall be no more than 12,700m² 10,300m² 10,375m²;
 - iii. The maximum aggregate gross floor area for activities within Area B shall be no more than 13,000m²; and
 - iv. Building(s) within Area B shall be used for trade supplier/building improvement centre and associated café only.

- b. ~~The gross floor area to be developed for retail activities within buildings 1-12 must not exceed 12,000m² and within buildings 2-12 must not exceed 6,000m²; provided that~~

With regard to the other activities enabled by (a)(ii):

- i. No more than four (4) individual retail tenancies ~~of less than 400m²~~ within the development may be less than 400m² gross leasable floor area per tenancy (excluding the service station ~~and restaurant~~) shall be permitted; and
- ii. The maximum size of any individual retail activities shall be ~~1,500m²~~ 2,000m² gross leaseable floor area (excluding the supermarket); and
- ~~iii. There shall be a maximum of one (1) supermarket within the development; and~~
- iv. In addition to the (4) individual retail tenancies provided in (b)(i), There there may shall be a maximum of two (2) restaurants or cafes within Area ~~A the development, not contributing to the limit in (2);~~ and
- v. Activities within the threshold set by (1) (a)(ii) that fall outside those provided for in ~~(2), (3) and (4) (b)(i), (b)(ii) and (b)(iv)~~ above include automatic teller machines, external yard display space for otherwise controlled activities, health care services, child care facilities and indoor recreational activities; and
- vi. No building shall be located closer to the external legal boundaries of the land over and above that shown on the ~~concept plan~~ Te Awamutu Large Format Retail Centre Plan; and
- vii. Compliance with the ~~permitted activity~~ development ~~control~~ performance standards set for the Commercial Zone, excluding:

- Rule 6.4.2.6 – Site Layout;

- Rule 6.4.27 – Design and layout of development adjoining water bodies and reserves

c. Landscaping within the landscaping buffer and restoration and enhancement planting area as shown on the Te Awamutu Large Scale Retail Centre Plan shall consist of an appropriate mixture of trees, shrubs and/or ground cover plants.

Prior to construction activities commencing within Area B:

i. An Ecological Management Plan for Area B is provided which implements the recommendations of the Ecological Impact Assessment (prepared by Ecology New Zealand Limited) forming part of PC35 as they relate to:

- Restoration plan of wetland and 100 year flood risk zone;
- Protection of nesting birds; and
- Bat management protocols.

ii. A landscape plan is provided for the landscaping buffer and restoration planting area within Area B as shown on the Te Awamutu Large Format Retail Centre Plan. Planting shall consist of an appropriate mixture of trees, shrubs and/or ground cover plants.

d. Prior to any activities (excluding construction) commencing within Area B, the following transport upgrades are required:

i. A shared walking / cycling pedestrian path along the southern side of Cambridge Road outside Area A including a shared walking /cycling facility across Access 2 and along the western side of Access 1;

ii. A pedestrian facility across Access 1 to provide a connection between Area A and Area B; and

iii. Traffic signals at the intersection of Cambridge Road and Access 1. Upgrading of the intersection of Cambridge Road and Access 1 to include:

- Traffic signals;
- A dedicated left turn lane for westbound traffic on Cambridge Road;
- Accommodation of tracking curves for a 19m semi-trailer truck without crossing traffic lanes occupied by other vehicles;
- Provision of pedestrian crossing facilities across Cambridge Road; and
- Vesting of land as road in the event that the required intersection upgrades cannot be accommodated within the existing road reserve. The acquisition of land for vesting (if any) is the responsibility of the Applicant (for any resource consent to which this rule applies) by way of agreement with relevant landowner(s) and will not be directly undertaken or facilitated by Waipā District Council.
- Vesting of land as road or the granting/reserving of easements in gross (as agreed by Waipā District Council) the required intersection upgrades cannot be accommodated within existing road reserve.
- Vesting of land as road or the granting / reserving of easement in gross (as agreed by Waipā District Council) if the required intersection upgrades cannot be accommodated within existing road reserve. The acquisition of land for vesting (if any) or the creation of easements is the responsibility of the Applicant (for any resource consent to which Rule 6.4.2.22.d.iii bullet point 5 applies) by way of agreement with relevant landowner(s) and will not be directly undertaken or facilitated by Waipā District Council.

- e. Prior to any activities (excluding construction) commencing within Area B, the stormwater management system as shown on the Te Awamutu Large Format Retail Centre Plan has been constructed and is operational. The stormwater management required by this standard shall be designed to pre-development levels
- f. No development on within Area B shall materially result in increase flood levels beyond the boundaries of Area B within the wider across the broader flood plain for the Mangaohoi Stream floodplain or materially increase result in a material increase in flows downstream of Area B.

Advice Note:

The acquisition of land for vesting (if any) or the creation of easements is the responsibility of the Applicant (for any resource consent to which Rule 6.4.2.22.d.iii bullet point 5 applies) by way of agreement with relevant landowner(s) and will not be directly undertaken or facilitated by Waipā District Council.

6.4.2.23 For avoidance of ~~any~~ doubt, a development will be considered to be in general accordance with the Development Concept Plan Te Awamutu Large Format Retail Centre Plan, provided the amended development satisfies the ~~conditions~~ standards in Rule 6.4.2.22 and notwithstanding changes to the number of tenancies proposed or minor changes:

- a. To the layout of any particular building; or
- b. To the location of buildings (provided the change does not decrease the shortest distance between the building and external boundaries of the development site as indicated on the Te Awamutu Large Format Retail Centre Plan); ~~or~~
- ~~c. To on-site vehicle circulation, precise car parking and loading locations/dimensions or to the western accessway involving the use of the existing right of way shown on the Development Concept Plan~~

...

Rules – Signs

6.4.2.28 The following signs are permitted:

- a. Except for signs within the Te Awamutu Large Format Retail Area (contained in Appendix S6), as provided for under Rule 6.4.2.28(f), A a sign giving information such as the name or street number of premises, the business, names of people occupying premises, and hours of operation; but containing no reference to particular products. No such sign shall exceed 3m² and the total area of permanent signs on one site must not exceed 5m².

...

- f. Within the Te Awamutu Large Format Retail,
 - i. A maximum of three (3) plinth signs, having a minimum of one metre setback from the road boundary. The plinth signs shall not exceed 6 metres in height and 2 metres in width.
 - ii. Wall mounted signs shall not cover more than 20% of any façade of the particular tenancy.
 - iii. All signs must only display information associated with the tenancy such as the name or street number of premises, the business, names of people occupying premises, and hours of operation, and goods/services provided on site.

...

Section 15 Infrastructure, Hazards, Development and Subdivision

...

- 15.4.2.14 Subdivision and development within or adjoining a Flood Hazard Area identified on the Planning Maps, or as shown on the Houchens Road Large Lot Residential Structure Plan at Appendix S13, or shown as the 1% AEP flood level in the Te Awamutu Large Format Centre Plan (for Area B only) shall have building platforms in a complying location that can achieve a minimum free-board level 500mm above the 1% AEP (100 year flood level).

- 15.4.2.69 All development and subdivision within an area subject to an approved structure plan, development plan or concept plan shall be designed in general accordance with the requirements of that structure plan, concept plan or development plan. For the avoidance of doubt, the following areas are subject to concept plans, development plans and/or structure plans:

...

- e. Te Awamutu Large Format Retail **Site Centre** Plan

Section 21 - Assessment Criteria and Information Requirements

...

21.1.6 Commercial Zone

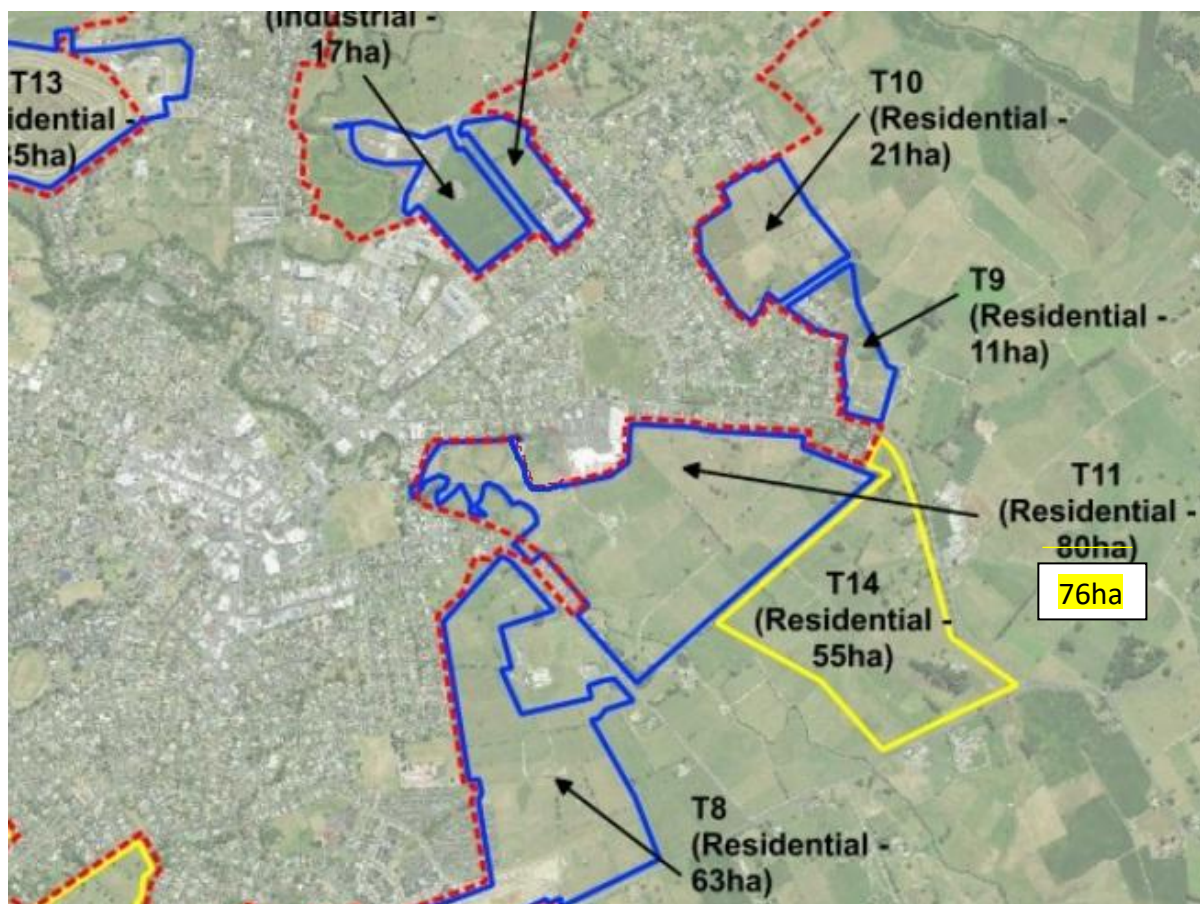
Commercial Zone Assessment Criteria		
	Controlled Activities	
21.1.6.1	Any development in accordance with the Te Awamutu Large Scale Format Retail Centre Plan Development Concept Plan SK1-13 prepared by Woodhams/Meikle/Zhan Architects dated 21-04-06 prepared by Woodhams Meikle Zhan Architects, referenced as DWG RC100-08, dated 26-06-2025 as contained in Appendix S6, and which satisfies complies the Rule 6.4.2.22. conditions included in the approved application	a. Whether the traffic safety and road improvement works are in accordance with the Traffic Impact Assessment submitted with the application documents for Plan Change 53 to the Operative District Plan, dated 1997. <u>The extent to which the activity avoids or mitigates adverse effects on the safe and efficient operation of the immediate transport network.</u> b. Whether noise is addressed in accordance with the conditions in the approved application. c. Whether glare and lighting is addressed in accordance with the conditions in the approved application. d. Whether landscaping is provided in accordance with the conditions in the approved application. b. <u>The extent to which proposed and existing landscaping</u>

		contributes to <u>ecological enhancement in Area B</u>, <u>the amenity of the site and manages effects on the amenity of adjoining residential zoned sites and open space.</u> e. Whether car parking (excluding conditions of the number of parking spaces for cars), loading and vehicle manoeuvring is provided in accordance with the conditions in the approved application. c. <u>The ability to provide adequate on-site loading, and manoeuvring for vehicles to avoid traffic conflict, maintain public safety and visual amenity of the streetscape.</u> f. Whether signs are provided in accordance with the conditions in the approved application. g. Whether stormwater is managed in accordance with the Stormwater Assessment submitted with the application documents for Plan Change 53 to the Operative Waipa District Plan 1997. d. <u>The manner in which the integrated stormwater approach addresses the adverse effects of the stormwater runoff and discharge on the receiving environment, having regard to best practicable options.</u> e. <u>The extent to which the location and scale of buildings addresses the amenity of public streets and the residential zone.</u> f. <u>The extent to which effects on ecological values are</u>
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		managed through landscaping, wetland restoration, protection of nesting birds and bat management protocols. h. Whether soil remediation and mitigation is in accordance with the Statement of Evidence of Kevin Wood, dated November 2006 and to the satisfaction of the Principal Administrative Officers (or their delegate) of both the Waikato Regional Council and the Waipa District Council. i. Whether the colour, location, design and siting of buildings in accordance with the Visual Impact Report — prepared by Connell Wagner and — the Development Concept Plan. g. For the development of Area B, the manner in which flood mitigation measures are implemented to address the adverse effects of flooding and flood hazard risks on adjoining or nearby properties. Flood mitigation measures to manage the adverse effect of flooding and flood hazard risks beyond the boundaries of Area B on the Te Awamutu Large Format Retail Concept Plan. j. — For the development of Area B, the extent to which effects on ecological values are managed through landscaping, wetland restoration, protection of nesting birds, and bat management protocols.
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Appendix S1 Future Growth Cells

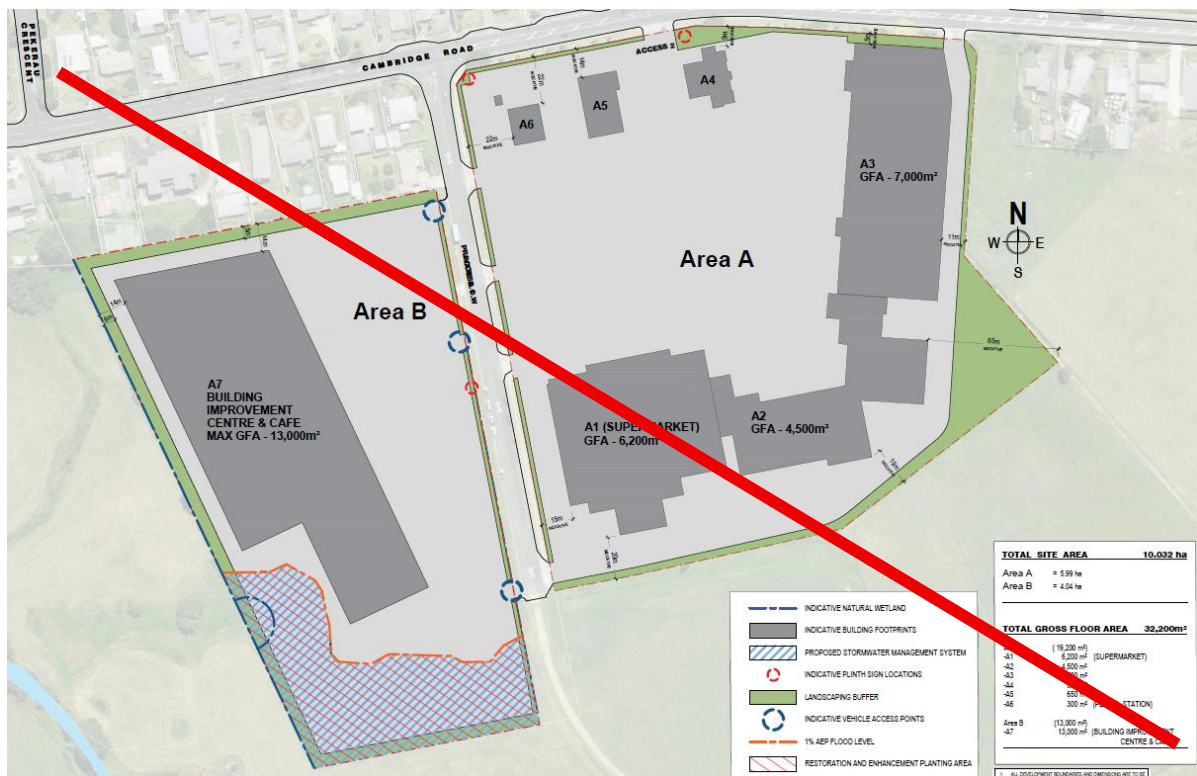
Te Awamutu Growth Map



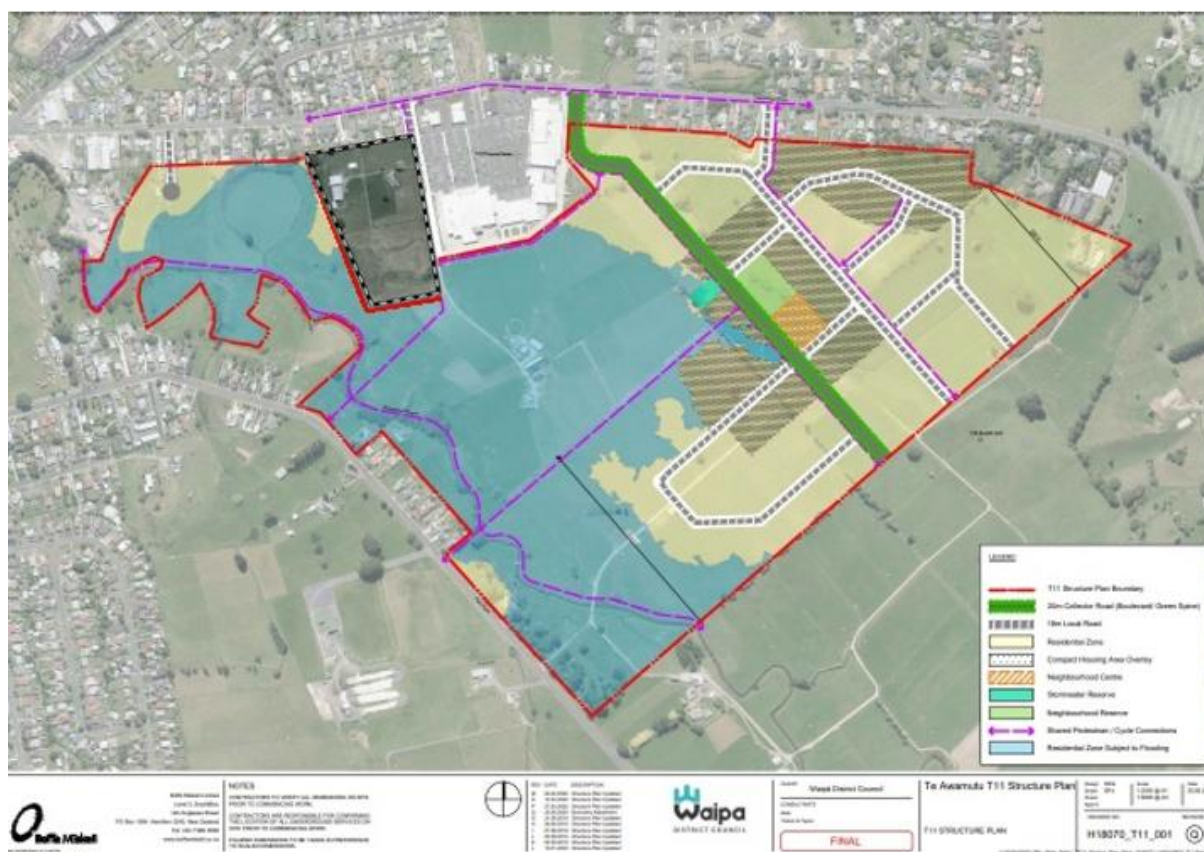
Te Awamutu Residential Growth Cells – anticipated beyond 2035

GROWTH CELL	LAND AREA	OVERVIEW AND CAPACITY
...	...	...
T11	80ha <u>76ha</u>	- This growth cell has been identified as a residential growth cell. Development shall be undertaken in accordance with the relevant structure plan contained within this District Plan. - The growth cell has a dwelling capacity of approximately 432 <u>382</u> dwellings and represents an opportunity for housing in proximity to a commercial node which provides necessary social infrastructure shopping / medical etc.

Appendix S6 Te Awamutu Large Format Retail Centre Plan



Appendix S25 Te Awamutu T11 Growth Cell Structure Plan

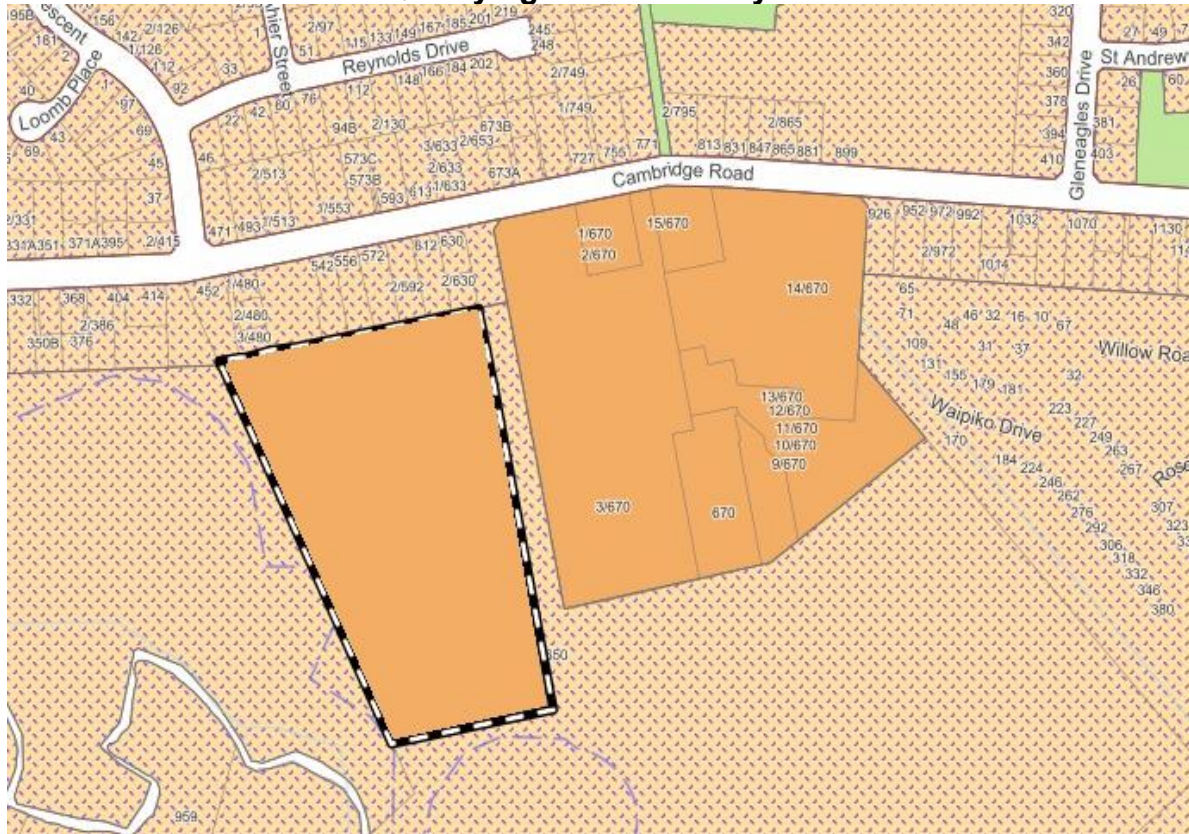


Waipa District Planning Maps

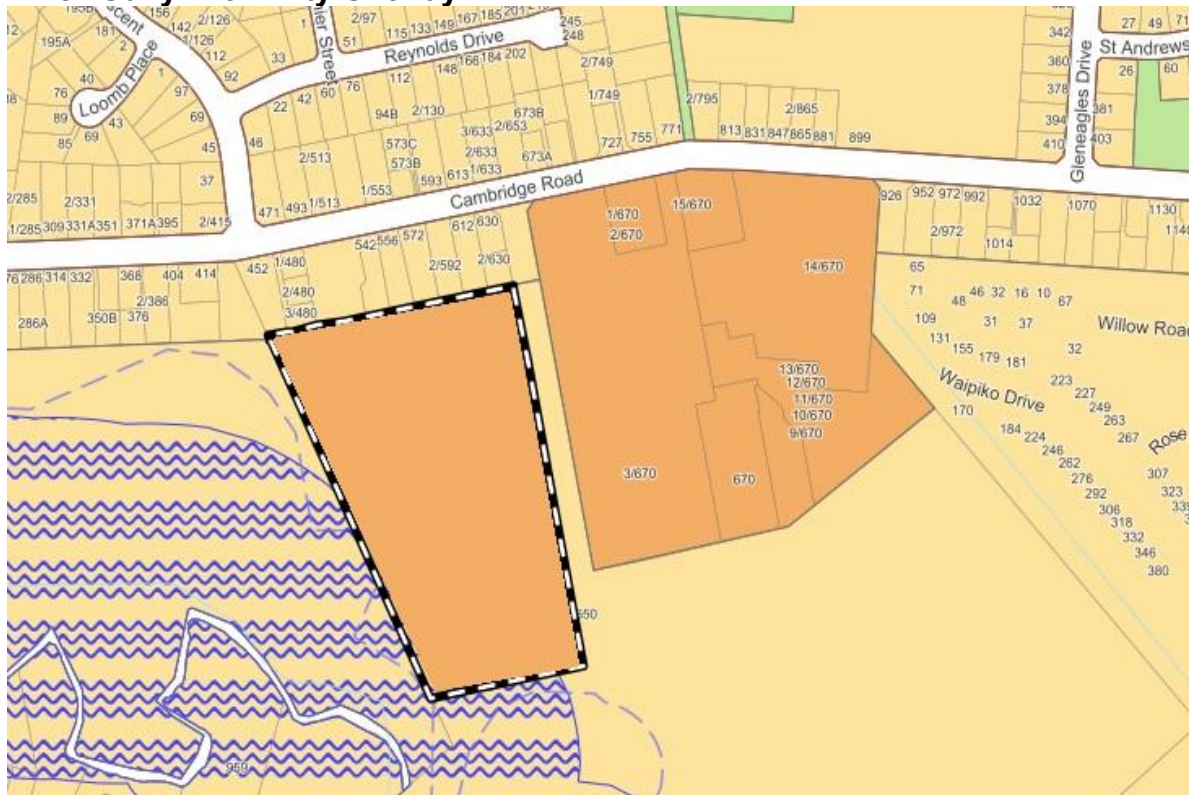
Zoning Map:



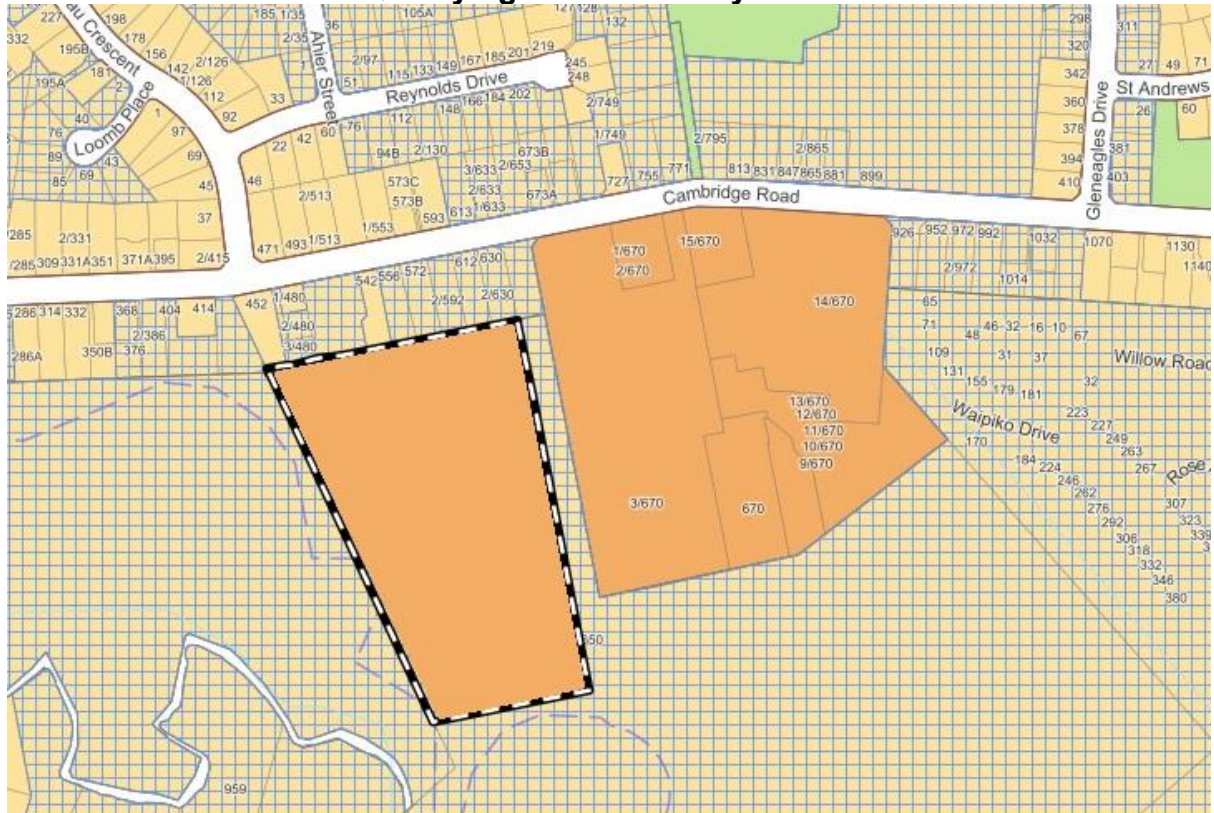
Infrastructure Constrain Qualifying Matter Overlay:



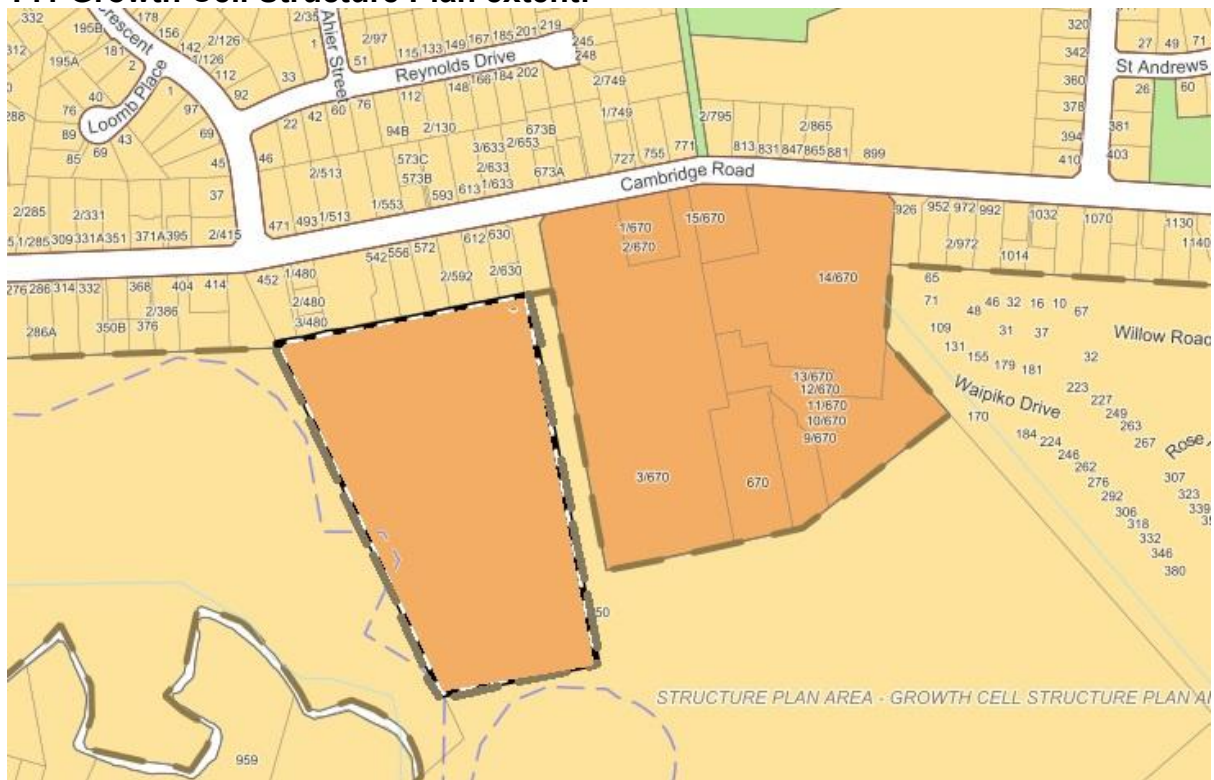
River-Gully Proximity Overlay:



Stormwater Constraint Qualifying Matter Overlay:



T11 Growth Cell Structure Plan extent:



**ATTACHMENT B: UPDATED TE AWAMUTU LARGE FORMAT RETAIL
CENTRE PLAN**



SITE PLAN Scale 1:750 @ A1, 1:1500 @ A3

TE AWAMUTU LARGE FORMAT RETAIL CENTRE PLAN

Location: 1680 CAMBRIDGE ROAD, TE AWAMUTU | DATE: 24-07-2026 | JOB: 1454-05 | DWG: RC100-13
Version: 1, Version Date: 27/07/2026

RMA ISSUE

TOTAL SITE AREA		10.032 ha
Area A	=	5.99 ha
Area B	=	4.04 ha
AGGREGATE GROSS FLOOR AREA		29,575m² (EXCL SERVICE STATION)
Area A	(16,575 m²)	(EXCL SERVICE STATION)
-A1	6,200 m²	(SUPERMARKET)
-A2	3,675 m²	
-A3	5,500 m²	
-A4	600 m²	
-A5	600 m²	
-A6	300 m²	(SERVICE STATION)
Area B	(13,000 m²)	
-A7	13,000 m²	(BUILDING IMPROVEMENT CENTRE & CAFE)

- ALL DEVELOPMENT BOUNDARIES AND DIMENSIONS ARE TO BE CHECKED AND VERIFIED BY A REGISTERED SURVEYOR.
- SITE AND BUILDING LEVELS TO BE VERIFIED BY A TOPOGRAPHICAL SURVEY PROVIDED BY A REGISTERED SURVEYOR.
- A PLANNING CONSULTANT IS REQUIRED TO VERIFY ALL PLANNING RULES AND ASSUMPTIONS.
- A CERTIFICATE OF TITLE IS REQUIRED TO VERIFY EXISTING SITE CONSTRAINTS, EASEMENTS AND LEGAL RESTRICTIONS.

