

BEFORE AN EXPERT CONSENTING PANEL

IN THE MATTER of the Fast-track Approvals Act 2024 (the FTAA)

AND

IN THE MATTER of Application FTA087 Takitimu North Link Stage 2

STATEMENT OF EVIDENCE OF MATTHEW KERR-RIDGE ON BEHALF OF PENNY HICKS

(Planning)

Dated: 09 December 2025

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1. INTRODUCTION

1.1. These comments have been prepared on behalf of Penny Hicks ('the landowner') the owner of 4 Francis, Ōmokoroa ('the site') to provide planning evidence on the Takitimu North Link Stage 2 [FTA087] application ('the application', 'the project') under the Fast-Track Approvals Act (FTAA). The landowner was invited to comment under s 53 (2)(h) of the FTAA because approximately 1.08ha of the southern portion of the site is affected by the Notice of Requirement (NOR) associated with the application (see Figure 1 below). The purpose of this evidence is to inform and support the expert panel ('the Panel') appointed in accordance with the FTAA in making its decision on this application.

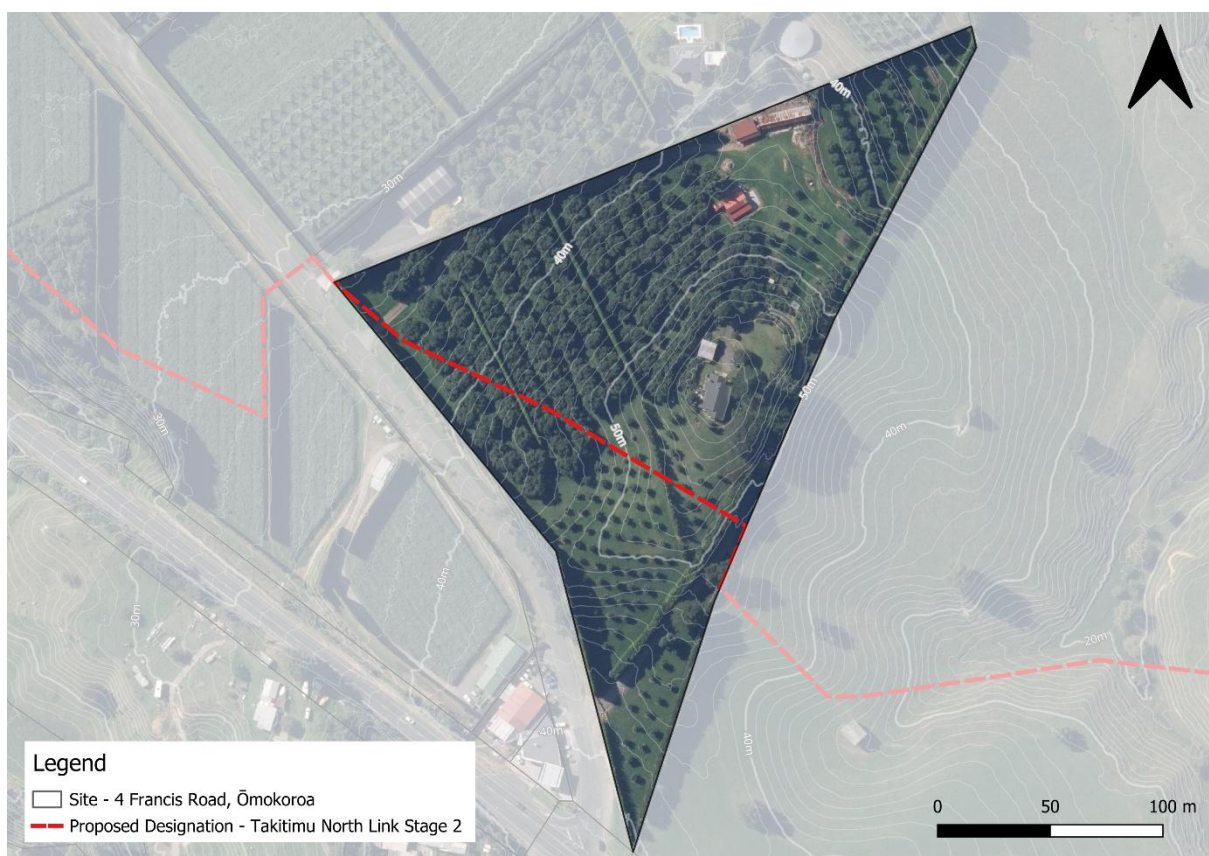


Figure 1: 'The site', 4 Francis, Ōmokoroa, relative to the proposed designation boundary.

1.2. The landowner's position is that they generally acknowledge the reasonable necessity for the project and accept the general alignment. However, the landowner is concerned that the design and planning of parts of the project, namely the realignment and extension of Francis Road, has not adequately appreciated the planned future urban environment within this section of the project corridor and thusly does not make appropriate provision to ensure a well-integrated future urban outcome is achieved.

- 1.3. The landowner seeks that the Panel require the Requiring Authority to address these issues through improved information, reconsideration of alternatives, and amendments to the proposed designation conditions to ensure appropriate integration between the NOR works and the future residential land use anticipated in this area.

2. QUALIFICATIONS AND EXPERIENCE

- 2.1. My name is Matthew James Kerr-Ridge. I am a Resource Management Planner for Maven Bay of Plenty Limited (Maven BOP) and currently hold the position of Planning Team Leader.
- 2.2. I hold a Bachelor of Science degree from the University of Otago and a Master of Planning Practice (Honours) from the University of Auckland. I have 13 years of experience in the New Zealand planning and resource management sector. Prior to Maven BOP, I held roles in both the public and private sectors, including at Kaipara District Council, AECOM New Zealand Limited, and Opus International Consultants (now part of WSP Limited).
- 2.3. My professional experience is specialised in major infrastructure and land development projects. I have a great deal of experience in the preparation Assessment of Alternatives, Assessment of Environmental Effects, and policy and planning framework analysis. I have prepared and presented technical planning evidence for resource consent hearings and Environment Court proceedings.
- 2.4. Relevant project experience includes:
 - 2.4.1. North West Planning Lead for Te Tupu Ngātahi Supporting Growth preparing business cases and Notices of Requirement for major transport corridors supporting the development of Auckland's future urban growth areas.
 - 2.4.2. Leading the preparation and coordination of construction and environmental management plans for City Rail Link's Enabling Works Contract 2, working to deliver this major transport project within the associated designation and resource consent conditions framework.
 - 2.4.3. Leading various land development projects across the Western Bay of Plenty providing a detailed understanding of District and Regional consenting intricacies and local land development trends.

- 2.5. Specific to this FTAA application, over the past 12 months I have provided independent specialist planning advice to various landowners who are affected by the project to inform the NZTA land acquisition process. This includes the review and evaluation of existing development potential for properties affected by the project and the potential impacts of land-take requirements. Through these actions I have become very familiar with the project details and developed a strong understanding of the project context.

3. CODE OF CONDUCT

- 3.1. I confirm that I have read the Expert Witness Code of Conduct in the Environment Court Practice Note 2023. I have complied with the Code of Conduct in preparing this comment and agree to comply with it in relation to my participation in any matters relating to the Panel's consideration of the application. The evidence provided in this comment is within my area of expertise, except where I state that I am relying on the evidence of another person. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in this evidence.

4. THE SITE

Existing Land Use and Historic Context

- 4.1. The site is approximately 3.7155 ha in area and located at the southern end of the Ōmokoroa Peninsula. It is currently occupied by a single heritage listed dwelling (BH56 - Category B) and associated sheds including an historic cowshed (BH57 - Category B). Most of the site has been progressively planted as an avocado orchard since circa 2007.
- 4.2. The site and surrounding was historically predominantly rural in character with pastoral grazing and more recently orcharding the primary land uses. However, the southern area of Ōmokoroa has been earmarked for urban development since at least 2010 when the Operative Western Bay of Plenty District Plan was notified and the area was zoned Future Urban.

Ōmokoroa Stage 3 Structure Plan and Current Zoning

- 4.3. Western Bay of Plenty District Council began developing the Ōmokoroa Stage 3 Structure Plan in 2017 to direct future urban rezoning and development within the southern area of the Ōmokoroa Peninsula (north of State Highway 2 (SH2)). The Draft Structure Plan was confirmed in 2021 which included the following framework for development:

- 4.3.1. Indicative rezoning of Future Urban zoned land to Medium Density Residential, Industrial, Natural Open Space, and Rural Residential zones;
 - 4.3.2. An indicative strategic transport network, including the realignment and extension of Francis Road;
 - 4.3.3. Blue-green infrastructure networks providing a comprehensive stormwater management approach and connected greenspace network; and
 - 4.3.4. A comprehensive framework for the delivery of bulk three-waters infrastructure.
- 4.4. The Ōmokoroa Stage 3 Structure Plan was subsequently adopted by Plan Change 92 (PC92) which was notified on 20 August 2022 and made operative on 27 May 2024. PC92 provided for the wholesale rezoning of future urban land in Ōmokoroa South and was prepared in response to the National Policy Statement for Urban Development (NPS-UD).
- 4.5. Following rezoning under PC92, the site has split zoning with the majority in the Medium Density Residential Zone and approximately 2,409m² of the southern corner of the site within the Industrial Zone – see Figure 2, below. The Ōmokoroa Stage 3 Structure Plan has also been applied as new statutory layers. In relation to the site this includes the provision of indicative alignments for the realignment and extension of Francis Road and delivery of bulk stormwater, wastewater and water supply. These are planned to be delivered within a combined infrastructure corridor which crosses the southern corner of the site along the interface between the Medium Density Residential and Industrial Zones – see Figure 2, below.

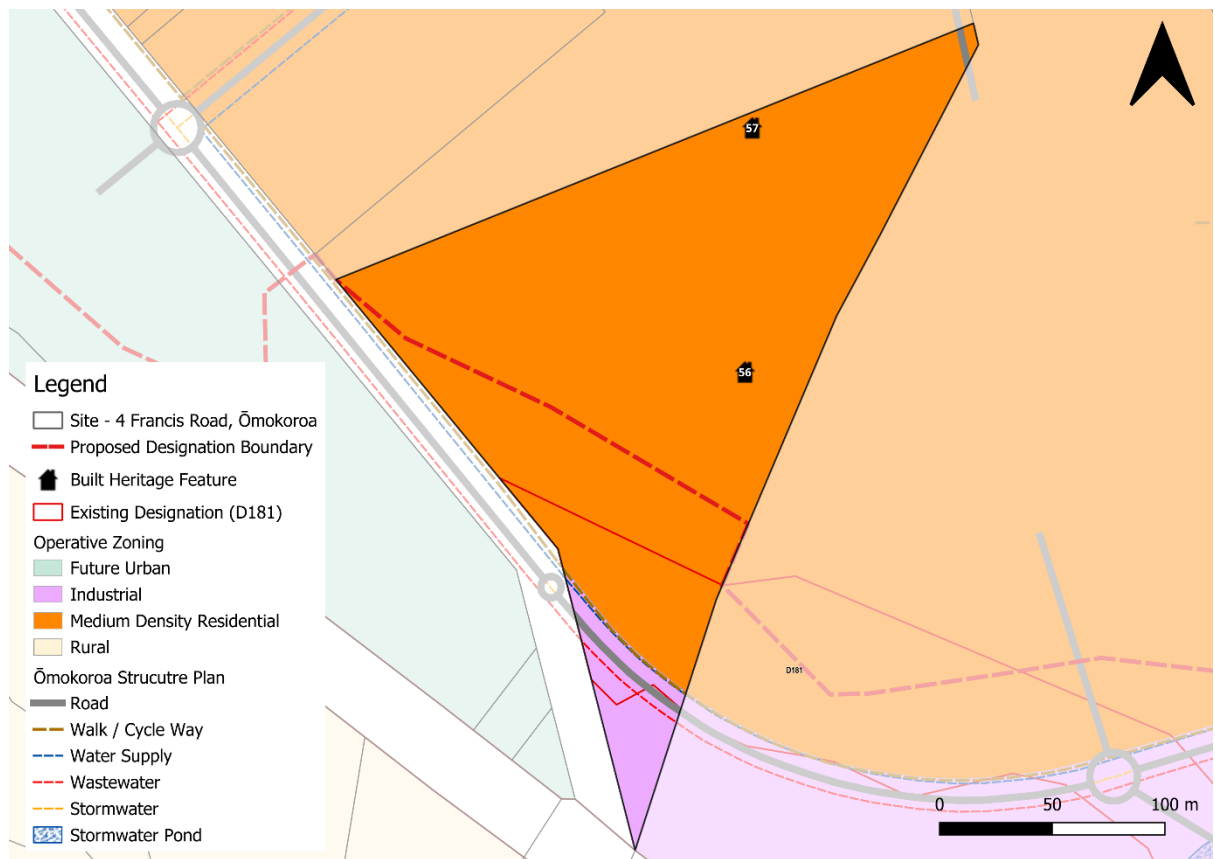


Figure 2: Operative Western Bay of Plenty District Plan in relation to the site.

- 4.6. The Medium Density Residential Zone is intended to enable greater housing supply by permitting medium density developments of up to three residential units on each site, with more flexible density standards for height, height in relation to boundary, setbacks and building coverage than had existed historically.
- 4.7. There are no minimum lots sizes for residential subdivision, rather any application needs to demonstrate that it is practicable to construct on every lot within the proposed subdivision, as a permitted activity. There is a minimum development yield of 15 residential units per hectare of developable area.
- 4.8. The Industrial Zone is an enabling zoning which is intended to allow a wide range of industrial and commercial activities. Permitted activities in the zone include industry, storage, warehousing, coolstores and packhouses, commercial services, depots, vehicle, machinery and automotive parts sales and medical or scientific facilities.
- 4.9. Subdivision within the Industrial Zone is not subject to a minimum lot size requirement. Rather it is intended that land use will dictate effective minimum lot size requirements.

5. The PROJECT

5.1. Takitimu North Link Stage 2 is described in detail in the Substantive Application. For brevity this is not repeated here. However, key aspects of the general arrangement as it relates to the site are outlined to provide context.

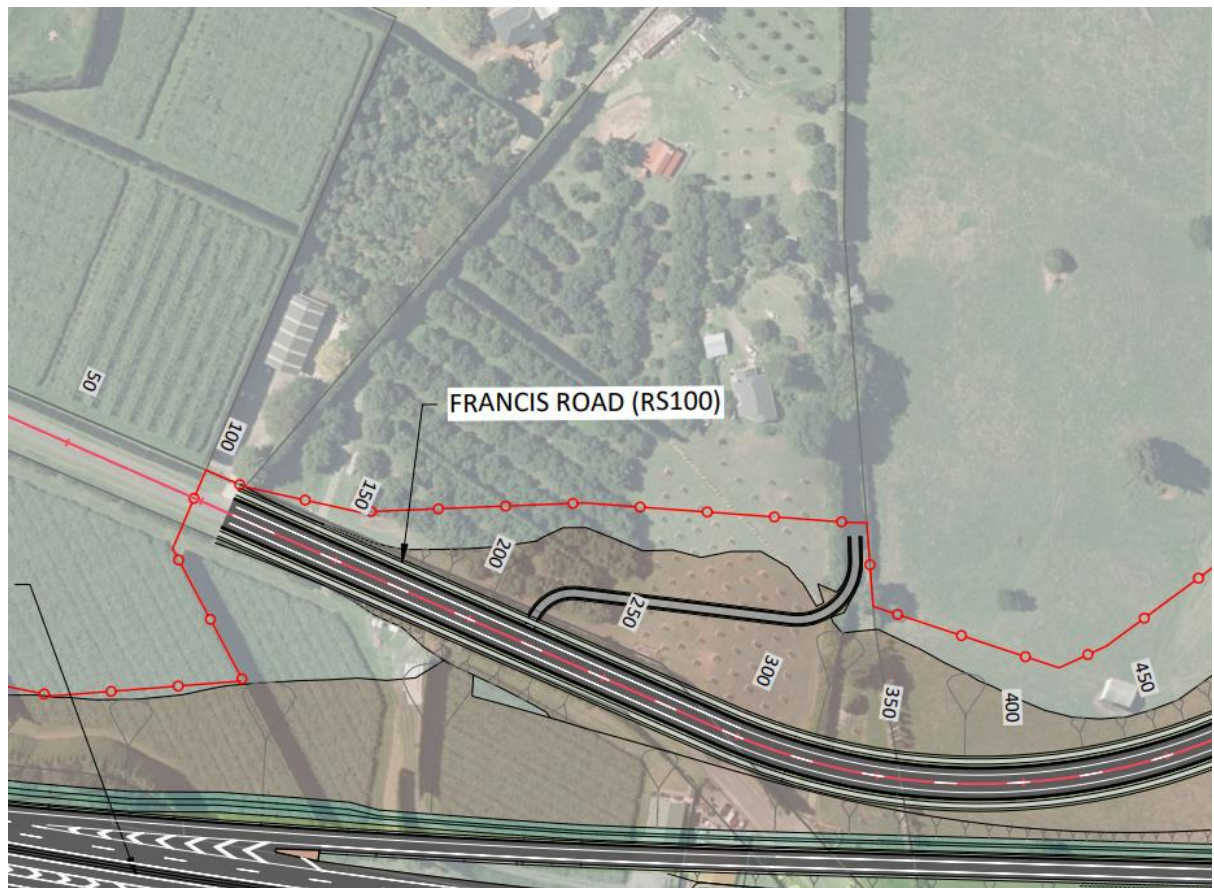


Figure 3: Takitimu North Link Stage 2 alignment as it relates to the site (Source: NZ Transport Agency Waka Kotahi, 'Drawing: General Arrangement Plan & Longsection Francis Road (RS100) Sheet 1', Drawing Number: 144702-00-1216, Date: 02.08.2021, Revision: P).

- 5.2. The proposed designation affects approximately 1.08ha of the site. The majority of this requirement is associated with the realignment and extension of Francis Road and associated 1:3 batter slopes. Only the southernmost corner of the site is required to accommodate the general alignment of SH2 and the southbound offramp of the Ōmokoroa Interchange.
- 5.3. The proposed batter slopes are to be planted in accordance with the recommendations of the Landscape Visual Impact Assessment provided with the application.
- 5.4. A typical cross-section has been provided for Francis Road which includes two traffic lanes (one in each direction), parking/planting, shared pedestrian and cycling paths and berms.

- 5.5. The new alignment of Francis Road also provides for the realignment of the existing driveway to the site. To account for the proposed 1:3 batter slope, this is proposed by benching the drive across the batter slope and connecting to a new vehicle crossing approximately 120m north-west of the current vehicle crossing location.
- 5.6. It is noted that the site has two existing vehicle crossings/driveways. The second is located in the southern-western corner of the site and is relatively unaffected by the project.
- 5.7. Concurrent with this application, the Requiring Authority is progressing with property acquisition negotiations for the site, seeking to purchase all parts of the site which are affected by the designation (i.e. land take up to the designation boundary).
- 5.8. While the disposal of land which is surplus to a public work is enabled through s40 of the Public Works Act 1981 (PWA), it is unclear whether this would result in any material change to the proposed designation boundary (as it relates to final land requirement) given the proposed landscape planting along the batter slopes.

Impacts on Estimated Development Potential

- 5.9. Maven BOP were engaged by the landowner to investigate the development potential of the site and prepare 'Pre-Designation' and 'Post-Designation' development concepts. The development concepts are attached (**Attachment 1**).
- 5.10. The Pre-Designation concept has been developed based on a 25m wide corridor to allow for the extension of Francis Road, reflecting the indicative alignment and cross-section provided in the Ōmokoroa Structure Plan. While the landform is rolling, similar to other recent residential land development projects in the area, it is expected that development yields will be achieved by terracing the landform via layers of retaining.
- 5.11. As outlined in the Ōmokoroa Structure Plan schedule of works, all infrastructure works required to enable development of Stage 3 programmed for construction by 2032 at the latest.
- 5.12. The Post-Designation concept assumes that all land within the designation corridor will be acquired for the project, as per the current NZTA land take plans.
- 5.13. A summary of the land take implications comparing the Pre- and Post-Designation Concepts is provided in Table 1. It is estimated that the proposed designation will reduce the

development yield of the site by approximately 26%, including a 100% loss of industrial land use potential and 25% reduction in residential yield.

Table 1: Estimated Development Yield Comparison.

	Pre-Designation Yield	Post-Designation Yield
<i>Lot Yield</i>	64 lots	40 Lots
<i>Gross Developable Area¹</i>	28,532m ²	21,177m ²
<i>Nett Developable Area²</i>	28,565m ²	21,177m ²
<i>Gross % Difference</i>	-	-26%
<i>Nett % Difference</i>	-	-26%

6. ASSESSMENT OF ALTERNATIVES

- 6.1. Under s 171(1)(b) of the RMA, as applied through the FTAA, the Requiring Authority must demonstrate that it has given adequate consideration to alternative sites, routes, or methods if the work will have significant adverse effects on the environment.
- 6.2. The information provided with the application does not demonstrate that the assessment of alternatives for the project gives proper effect to the relevant statutory tests as it does not provide sufficient certainty that an integrated and high-quality future urban outcome has been considered or will be achieved.
- 6.3. The material largely focuses on transport efficiency and network performance and potential adverse effects on the natural environment but provides little evidence that alternative design approaches or alignments were tested in the context of the emerging urban structure of southern Ōmokoroa. The alignment and design of Francis Road in particular will have a defining impact on the future urban block pattern. However, there does not appear to have been a robust assessment of alignment options, cross-section typologies, or integration with future adjacent land use as it relates to this section of the project.
- 6.4. The consideration of alternatives outlined in Pages 118 to 128 relies heavily on the Options Report prepared in 1998 with the preferred design “building incrementally” on this concept. The original Options Report was prepared prior to the future urban zoning of Ōmokoroa South and therefore had no consideration to the recently developing planned urban context of the project in Ōmokoroa South.

¹ The total area of all lots (excluding those lots required for roading purposes).

² The usable area of all lots (excluding those lots required for roading purposes) when accounting for required Landscape Strips and Residual Land Area.

- 6.5. As outlined on Page 70 of the Substantive Application, consultation with directly affected landowners occurred between 2021/2022, and WBOPDC was a party to the alternatives assessment process which occurred in the 2022 to early 2023 period – see Page 61 of the Substantive Application. However, the General Arrangement drawings provided with the application are originally dated December 2020 to August 2021 and there does not appear to have been any meaningful change to these drawings since that date.
- 6.6. While re-consideration of alternatives appears to have at least occurred during the preparation of the Ōmokoroa Stage 3 Structure Plan, and consultation with landowners and Council was ongoing during the notification of PC92, there is no evidence of meaningful consideration of the planned urban context along this section of the alignment.
- 6.7. The lack of consideration to the urban context of this part of the alignment is reflected in the description of the Multi Criteria Analysis (MCA) provided in Page 122 of the Substantive Application report which indicates that no specialist urban design evaluation of the project was undertaken to test the adequacy of alternatives.
- 6.8. While one of the Project Objective is to “Support planned subregional growth and development in the Western Bay of Plenty, particularly at Ōmokoroa”, there is no apparent consideration to how these connections will integrate and influence urban development within the adjacent land. Failure to consider alternative design methods to mitigate land fragmentation and enable coherent future development would therefore be contrary to this project objective.
- 6.9. Given the context, it is expected that the assessment of alternatives would consider urban design aspects such as the following:
- 6.9.1. Further consideration of how refinements to the horizontal and vertical alignment of Francis Road could minimise land fragmentation of urban zoned land, limit the scale of earthworks and the overall land requirement. Ensuring the alignment takes no more urban land than is reasonably required for its construction and long-term function should be critical to achieving positive long-term urban design outcomes.
- 6.9.2. Further consideration of interface design options for Francis Road to minimise impacts on adjacent land and improve the corridor interface with adjacent urban land use. This could include refinement of earthworks designs to improve slope

transitions, assessing options for benching, shaping, and contouring that maintains usable, developable land while achieving a stable road platform.

6.9.3. Further consideration of property access design options to ensure the ability for adjacent landowners to obtain safe, efficient, and development-aligned access to the road while addressing how property access will transition from rural to urban conditions over time. It is noted that the proposed access arrangement for the site requires benching (and presumably increased earthworks and project footprint), to retain access via the existing driveway along the eastern boundary of the site. Given the development potential of the site, it is unlikely that the existing driveway will be retained longer-term as the site is urbanised. A simpler access option via the alternative existing driveway (along the northern boundary of the site) may be preferable to reduce the area of works required and maintain future development flexibility.

6.9.4. Whether the road alignment and cross-section will enable future dwellings on the site to front the street. While future dwellings are expected to have vehicle access via a future internal roading network, the alignment of Francis Road and associated works should support future development that provides “eyes on the street” as a fundamental urban design principle.

6.9.5. Alternative methods for securing access to land which is required to facilitate construction but is not likely to be required for the permanent operation of the road corridor.

6.10. Without further consideration of these aspects, the alternatives assessment does not provide adequate assurance that the proposed designation is the most appropriate method to achieve the Project’s objectives while supporting a well-functioning future urban environment.

6.11. Accordingly, it is recommended that the Panel request further information from the Requiring Authority to demonstrate how the assessment of alternatives considers key urban design and adjacent land development outcomes.

7. ASSESSMENT OF ENVIRONMENTAL EFFECTS

- 7.1. The application does not include sufficient information to enable a full understanding of the actual and potential environmental effects associated with the NOR on the landowner's property and the surrounding future urban area. Key issues include:
- 7.1.1. Lack of assessment of effects on future subdivision layout, connectivity, block pattern efficiency, and transport safety within an urbanising environment.
 - 7.1.2. Insufficient recognition of the site's context as part of a planned growth area. The assessment has been prepared as if the area were wholly rural, despite it being identified for future residential development in the local planning framework.
 - 7.1.3. Absence of a clear structure plan response showing how the NOR integrates with future land use, open space, pedestrian/cycling networks, and infrastructure corridors.
 - 7.1.4. Unclear staging and construction sequencing effects, including how access to the landowner's remaining land will be maintained prior to, during, and after construction.
- 7.2. Section 2.5 of the Substantive Application report provides a description of the existing environment (pg 36-41). There is no reference to or acknowledgement of the planned urban environment within this description, other than a single reference to the Medium Density Residential Zone amongst a list of "additional zones" which are located within and adjacent to the designation boundary.
- 7.3. Neither the Substantive Application report or Integrated Transport Assessment provided with the application provide an assessment of the how Francis Road will impact and influence future urban land uses or facilitate access to new areas identified for urban growth.
- 7.4. Francis Road is best described as a future 'Urban Connector' within the NZTA One Network Framework (ONF). Urban Connectors are intended to support intensification along the

corridors and urban connectors. While they are movement focused it is recommended that they never sever communities or become a barrier to public transport access³.

- 7.5. The Project creates a setback of up to approximately 75 metres between Francis Road and the site which is proposed to be planted in accordance with the recommendations of the Landscape Visual Impact Assessment. This would result in a significant disconnect between the local road corridor and adjacent urban land use, likely resulting in sub-optimal urban design outcomes. In additions, this results in significant land take impacts on adjacent land development potential, matters which have not been appropriately assessed in the application material.
- 7.6. Overall, the lack of information regarding effects on land take and urban outcomes limits the Panel's ability to apply s 171(1)(d) RMA and to properly understand the potential adverse effects on future development viability and amenity outcomes.
- 7.7. Accordingly, it is recommended that the Panel request further information from the Requiring Authority to demonstrate how the application will affect key urban design and adjacent land development outcomes.

8. POLICY AND PLANNING FRAMEWORK

- 8.1. The planning assessment provided with the application does not fully engage with several crucial objectives and policies in the NPS-UD and Bay of Plenty Regional Policy Statement that relate specifically to:
 - 8.1.1. Integrated land use and transportation planning,
 - 8.1.2. Well-functioning urban environments,
 - 8.1.3. Efficient and logical urban form, and
 - 8.1.4. Achieving high-quality urban design outcomes in growth areas.
- 8.2. These policy directions are central to planning for Ōmokoroa's expansion. By not addressing them in sufficient detail, the assessment fails to demonstrate that the NOR is consistent with or gives effect to these provisions. As a result, the application does not convincingly

³ NZTA Waka Kotahi, December 2022 (Updated August 2023), 'Aotearoa Urban Street Planning and Design Guide He whenua, he tangata' Pg 83

show that the proposed works will enable the development of a cohesive urban neighbourhood in the future.

9. CONDITIONS

- 9.1. The proposed conditions do not provide adequate safeguards to ensure the NOR does not unnecessarily constrain or adversely impact future development on the landowner's site and surrounding urban land. Specific concerns include:

9.1.1. Lack of conditions requiring integration with the planned urban environment.

9.1.2. No requirement for pre-construction urban integration plans or cross-section design certification, leaving future interfaces ambiguous.

9.1.3. No provision to mitigate land fragmentation or ensure that reasonable functional access is retained to the balance land until such time as the area transitions to urban zoning.

9.1.4. Absence of conditions requiring engagement with affected landowners during detailed design to ensure that necessary refinements are made to maintain development potential.

- 9.2. It is recommended that the Panel require strengthened and additional conditions to ensure that the NOR avoids, remedies, or mitigates adverse effects on their property and enables well-integrated future urban development, consistent with the policy framework.

- 9.3. A draft set of recommended additional conditions is attached (**Attachment 2**) for the Panel's consideration.

10. CONCLUSION

- 10.1. The landowner supports the broader intent of the Takitimu North Link Stage 2 Project and accepts the general alignment. However, the application in its current form does not provide sufficient assurance that the NOR will enable a well-integrated and high-quality future urban environment in this part of Ōmokoroa. Nor does it demonstrate adequate consideration of alternatives, effects, or relevant policy requirements under s 171 RMA.

10.2. It is therefore recommended that the Panel request the refinements and conditions outlined above to ensure that adverse effects are appropriately addressed and that the Project contributes positively to the planned development of the surrounding area.

10.3. In summary, the landowner respectfully requests that the Panel:

10.3.1. Require the Requiring Authority to provide additional information addressing the deficiencies in the alternatives assessment, environmental effects assessment, and planning assessment as outlined above.

10.3.2. Require reconsideration and refinement of the local road alignment affecting the landowner's property to ensure optimal integration with the future planned urban environment.

10.3.3. Amend and strengthen the proposed designation conditions to ensure:

10.3.3.1. Appropriate integration with planned residential development;

10.3.3.2. Improved urban design outcomes;

10.3.3.3. Maintenance of reasonable development potential for affected land; and

10.3.3.4. Active engagement with affected landowners during detailed design.

10.3.3.5. Include conditions requiring certification of urban integration, cross-section design, stormwater integration, and access arrangements prior to construction.

9th December 2025

Matthew Kerr-Ridge

Planning Team Leader

Maven BOP Limited

Attachment 1 Pre-Designation and Post-Designation Development Concepts

150m ORIGINAL SIZE: A3



LOTS 1 - 58 BEING A PROPOSED SUBDIVISION
OF LOT 3 DPS 10643 COMPRISED IN RT SA7A/163
TOTAL AREA: 3.7155 Ha (SUM OF RT)

- Notes
1. All works to be in accordance with local council standards.
 2. Co-ordinates in terms of Bay Of Plenty 2000
 3. Reduced Levels are in terms of NZVD 2016
 4. Contour interval Major 5m Minor 1m
 5. Road shown are legal.
 6. Areas, Boundaries and Measurements are approximate only and subject to final survey.
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- Legend
- PR BDY
 - EX ABUTTALS
 - PROP. DESIGNATION
 - CONTOURS MAJOR 5m
 - CONTOURS MINOR 1m

B	MAKING OPTION 2	SJP	2025
A	DRAFT	SJP	2025
Rev	Description	By	Date
		By	Date
Survey	-	-	-
Design	SJP		2025
Drawn	SJP		2025
Checked	CS		2025



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Project
**4 FRANCIS ROAD,
WHAKAMARAMA
FOR
PENELOPE HICKS & YRW
TRUSTEES 2014 LTD**

Title
**PROPOSED SUBDIVISION
SCHEME PLAN
BEFORE**

Project no.	ENQ-25-34
Scale	1:1500 @ A3
Cad file	4 FRANCIS ROAD - PRE AND POST CONCEPT PLANS.DWG
Drawing no.	C1000
Rev	B



BEFORE DESIGNATION

DATE: 29/02/2025

FILE: F:\MAVEN_BOP\Enquiries\2025\250331 4 Francis Road\7 Drawing\2 CAD\1 Scheme Plan\4 Francis Road - Pre and Post Concept Plans.dwg

150m
100
80
60
40
20
0



LOTS 1 - 41 BEING A PROPOSED SUBDIVISION
OF LOT 3 DPS 10643 COMPRISED IN RT SA7A/163
TOTAL AREA: 3.7155 Ha (SUM OF RT)

- Notes
1. All works to be in accordance with local council standards.
 2. Co-ordinates in terms of Bay Of Plenty 2000
 3. Reduced Levels are in terms of NZVD 2016
 4. Contour interval Major 5m Minor 1m
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- Legend
- PR BDY
 - EX ABUTUALS
 - DESIGNATION BDY
 - CONTOURS MAJOR 5m
 - CONTOURS MINOR 1m

B	MAKING OPTION 2	SJP	2025
A	DRAFT	SJP	2025
Rev	Description	By	Date
		By	Date
Survey	-	-	-
Design	SJP	2025	
Drawn	SJP	2025	
Checked	CS	2025	



Project
**4 FRANCIS ROAD,
WHAKAMARAMA
FOR
PENELOPE HICKS & YRW
TRUSTEES 2014 LTD**

Title
**PROPOSED SUBDIVISION
SCHEME PLAN
AFTER**

Project no.	ENQ-25-34
Scale	1:1500 @ A3
Cad file	4 FRANCIS ROAD - PRE AND POST CONCEPT PLANS.DWG
Drawing no.	C1001
Rev	B

AFTER DESIGNATION

DATE: 29/02/2025

FILE: F:\MAVEN_BOP\Enquiries\2025\250331 4 Francis Road\7 Drawing\2 CAD\1 Scheme Plan\4 Francis Road - Pre and Post Concept Plans.dwg

Attachment 2 - Draft Designation Conditions – Urban Integration and Corridor Refinement

Urban Integration Framework (UIF)

(a) Prior to the commencement of detailed design for any part of the project located within or adjoining land identified for future urban development (including land zoned, identified or signalled for residential or urban growth in any operative or proposed planning document), the Requiring Authority shall prepare an Urban Integration Framework (UIF).

(b) The purpose of the UIF is to ensure the project is designed, refined and implemented in a manner that:

- i. supports a well-functioning urban environment;
- ii. enables coordinated and efficient future development of adjoining land;
- iii. minimises land fragmentation and avoids or reduces constraints on future block structure, active mode connectivity, and local road networks;
- iv. integrates with and, where feasible, enhances the planned neighbourhood form; and
- v. avoids the designation being larger than reasonably necessary for the construction, operation and maintenance of the project.

(c) The UIF shall include, as a minimum:

- i. an analysis of the existing and planned urban land use pattern adjoining the designation;
- ii. identification of foreseeable development proposals and structure planning processes relevant to the area;
- iii. spatial integration principles for road layout, intersections, access, stormwater corridors, pedestrian and cycling connections, landscaping, and urban form;
- iv. urban design parameters and cross-section design criteria for all local roads and project interfaces with future residential areas;
- v. a methodology for refining the project's detailed design to improve alignment with the planned urban environment;
- vi. a methodology for assessing designation landholdings and identifying land that is surplus to requirement; and
- vii. a process for consultation with adjacent landowners and the relevant territorial authority.

(d) The UIF shall be submitted to the Western Bay of Plenty District Council for certification that it meets the requirements of this condition.

(e) The certified UIF shall guide the preparation of detailed design for the project and the implementation of Conditions DCR and DIR.

Designation Corridor Review and Refinement (DCR)

(a) At the completion of preliminary design and again prior to the commencement of construction within each construction sector, the Requiring Authority shall undertake a Designation Corridor Review (DCR) for all parts of the corridor located in or adjacent to areas identified for future urban development.

(b) The purpose of the DCR is to determine whether the extent of the designation can be reduced or refined to:

- i. minimise adverse effects on land zoned or identified for future urban use;
- ii. reduce unnecessary land take and improve the viability of future development on adjacent or affected properties;
- iii. improve urban design outcomes through better alignment, cross-section form, access relationships, block structure or network connectivity; and
- iv. reflect updated information from the UIF, ongoing structure planning processes, or confirmed future development proposals.

(c) The DCR shall document:

- i. the finalised land area reasonably necessary for construction, operation and maintenance;
- ii. any areas identified as surplus to requirement;
- iii. any recommended refinements to the designation boundary;
- iv. evidence that adjacent landowners and the relevant territorial authority were consulted on boundary refinements and design integration matters; and
- v. plans depicting the refined designation boundary.

(d) The Requiring Authority shall submit the DCR to the Western Bay of Plenty District Council for review and comment and shall consider any feedback prior to implementing any boundary refinement.

(e) Any reduction to the designation boundary shall be made in accordance with the statutory process under s 182 of the RMA (or any equivalent process under the FTAA), and the altered boundary shall be shown on the designation plans.

Design Integration with Adjacent Urban Land

(a) As part of detailed design, the Requiring Authority shall demonstrate how the design responds to and integrates with the UIF and the outcomes of the DCR, including:

- i. alignment and cross-section consistency with planned local roads;
- ii. provision for cycleways, footpaths, shared paths or open space connections that align with the planned urban pattern;
- iii. intersection forms that enable safe and efficient access to future development;
- iv. avoidance of severance or land fragmentation that would constrain urban development; and
- v. stormwater designs that align with or can be incorporated into a future urban catchment-wide solution.

(b) Prior to construction, the Requiring Authority shall submit a Design Integration Report (DIR) to the Western Bay of Plenty District Council confirming how the detailed design gives effect to the UIF and DCR.

Identification and Release of Surplus Land

(a) Upon completion of each DCR, and again within 12 months following completion of construction in each construction sector, the Requiring Authority shall identify any land or designation area that is no longer reasonably necessary for the construction, operation, maintenance or future proofing of the project.

(b) Where land is identified as surplus, the Requiring Authority shall:

- i. initiate the statutory process to reduce or remove the designation from that land; and
- ii. commence the process to dispose of the land in accordance with the Public Works Act 1981 (including the obligation to offer the land back to the former owner under s 40, unless the exceptions under that Act apply).

(c) A Surplus Land Statement (SLS) shall be prepared and provided to adjacent landowners and the Western Bay of Plenty District Council, confirming:

- i. the rationale for identifying the surplus land;
- ii. the areas proposed to be released;
- iii. the programme for removing or reducing the designation; and
- iv. the process and indicative timeframe for disposal of the land.

(d) The Requiring Authority shall maintain a publicly available register of land identified as surplus until its disposal is completed.

Engagement with Adjacent Landowners

(a) The Requiring Authority shall engage with adjacent landowners affected by the designation within future urban areas at each of the following stages:

- i. preparation of the UIF;
- ii. completion of each DCR;
- iii. detailed design of interfaces with urban land; and
- iv. identification of surplus land under the SLS.

(b) Engagement shall include opportunities for affected landowners to provide input on:

- i. urban integration principles;
- ii. design refinements that may improve future development outcomes;
- iii. access provisions during construction; and
- iv. the treatment of land proposed to be released.

(c) A summary of engagement, including comments received and the Requiring Authority's responses, shall accompany the UIF, each DCR, and any SLS provided under this condition set.

Existing property access

(a) Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise addressed with the affected landowner.