

From: info@waipadc.govt.nz
To: [Policy Shared](#)
Subject: Submission 02 - PC14 - Hannah Wood & O'Sheas Trustees No 8 Ltd
Date: Tuesday, 16 July 2024 9:41:42 am

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Full name of submitter Hannah Wood & O'Sheas Trustees No 8 Ltd
Contact name (if different from above) Ray Wallis
Email address [REDACTED]
Address for service [REDACTED]
Contact phone number [REDACTED]

This is a submission on the following proposed plan change to the Waipā District Plan

Proposed Plan Change 14 Mangaone Precinct & C10 Industrial Growth Cell - Hautapu

Could you gain an advantage in trade competition through this submission? I could not

Are you directly affected by an effect of the subject matter that - (a) adversely affects the environment; and (b) does not relate to trade competition or the effects of trade competition? I am not

Do you wish to be heard (attend and speak at the Council hearing) in support of your submission? I do not

If others make a similar submission, will you consider presenting a joint case with them at the hearing? Yes

Do you support the proposed change(s)? I oppose

The specific provisions of the plan change my submission relates to are (give details):

Please find attached the objection letter detailing the specific areas of our objection.

My submission is

Please find attached the objection letter detailing the specific areas of our objection.

I seek the following decision/s from Council

Please find attached the objection letter detailing the specific areas of our objection.

Attachments

[Hannah Wood & O'Sheas Trustees No 8 Ltd, 176 Swayne Road Cambridge. Plan Change 14 Objections.pdf](#) (609 kb)

Plan Change 14

The primary motivation for purchasing 176 Swayne Road in May 2023 was to enjoy the rural environment while being close to schools, shops, and amenities. Our parents relocated from Australia to live with us due to the tranquillity and peacefulness of the area. We were aware of the temporary access road for the AGP factory.

However, with the proposed Plan Change 14, we are completely convinced that the reasons for purchasing 176 Swayne Road will no longer hold once the Plan Change 14 is fully implemented. Apart from the anticipated noise and the presence of construction vehicles during the development phase, we are concerned about the devaluation of our property.

We have formally responded to the Waipa District Council's letter dated June 19, 2024, which outlines the Proposed Plan Change 14, by expressing our opposition to the development. Additionally, we have submitted the Waipā District Plan - Plan Change Submission Form 5, including supplementary content to further articulate our opposition.

Noise

There appears to be no rule addressing the noise that will emanate from the development or imposing restrictive working hours. Presently, standing at the entrance gate of 176 Swayne Road, one can distinctly hear the beeping noise from forklifts in the AGP factory at certain times. It is evident that the noise level will significantly increase, thereby disrupting the peace and harmony we currently enjoy.

Access onto Swayne Road

We strongly object to the proposed access from the development onto Swayne Road, as we believe the issues have not been adequately mitigated to ensure a safe route for residents and their children. Notably, in addition to the current heavy and light truck traffic, vehicles using Swayne Road often treat it as a high-speed thoroughfare. Based on this, we have raised the following points, which we believe have not been sufficiently considered.

1. Appendix N Urban Design Review

3.3.2 page 10

[A connection into the Mangaone Precinct Structure Plan Area from Swayne Road near the southeast corner of the site would limit the number of industrial vehicle movements along Swayne Road, thus preserving rural-residential and public amenity. To further reduce traffic-related effects, this entrance could be designed to restrict heavy trucks.](#)

The aforementioned statement may limit the access of heavy trucks by imposing restrictions, necessitating some form of enforcement. Signage, as discussed in Plan Change 14, will not suffice on its own. Currently, large trucks, semi-trailers, and vehicles from the AGP factory are utilizing Swayne Road as a temporary access point until access to Victoria Road is established, traveling north to Zig Zag Road. It should be noted that this vehicular movement is currently from a single factory. However, once the development is fully completed, vehicular movements will dramatically increase, failing to preserve the rural-residential and public amenities as outlined in Appendix N Urban Design Review, Section 3.3.2, page 10.

2. While it has been suggested that the speed limit be reduced to 60 km/h, we believe it should be further reduced to 50 km/h, along with the introduction of speed management devices, should an access onto Swayne Road be approved.
3. Plan Change 14 proposes restricting vehicles to 12 tonnes, which includes light to medium goods trucks. It should be noted that a 12-tonne truck can have an overall length of 9 meters, which is

not a small vehicle. As the development expands, the number of such vehicles will also increase. The Stantec Integrated Transport Assessment - Appendix H, Plan Change Transport Infrastructure – Long Term Transport Network Form, indicates a T-intersection approximately 60 to 70 meters south of the driveway entrance at 176 Swayne Road. We find this location to be completely unacceptable. If an access road onto Swayne Road is approved, we strongly recommend that this intersection be moved north along Swayne Road to a point past the last driveway entrance at 190 Swayne Road, or that a joint access point be established using the current Swayne House access entrance onto Swayne Road.

Assessment of Landscape Effects – Harrison Grierson

We received a visit from Fonterra Co-operative Group Limited, Dale Arbury Consenting and Policy Project Manager (now National Manager – Environmental Operations), on 27 November 2023. We were told that building setbacks will be 30m from the Swayne Road boundary. After reading Appendix C we wish to record our disappointment that the 30m set has not be taken into account as 30m would limit the impact of buildings facades that will be clearly visible through the landscaping proposals offered.

Landscape, Visual Amenity and Character Effects

1. 7.4.2.15A - The following rules shall apply in respect of the Mangaone Precinct Structure Plan Area: a. The location, extent, type and density of landscaping within the Landscape Buffer Strips and Landscape Amenity Strips for the Mangaone Precinct Structure Plan Area shall be as follows: i. A Landscaped Buffer Strip of 5m (minimum depth) along any boundary with Swayne Road and Zig Zag Road except for points of roading connectivity and associated sight lines and the Mangaone Stream Reserve comprising of:
 - A timber post and rail fence positioned along the road boundary;
 - A hedge with a minimum height of 2m at maturity;
 - A row of trees, spaced at 10m apart (or less) that will grow to a height of at least 12m at maturity;
2. Figure 17 - Diagram which will form part of Rule 7.4.2.7A, Figure 18 - Diagram illustrating tested sightlines above minimum tree height requirements, page 14 and Figure 19 - Diagram used to test the look and feel of the outcomes of Rule 7.4.2.15A, page 15 refers.

The proposed measures highlighted above will not satisfy the visual impact requirements for occupants classified as “Sensitive Viewers,” as referred to on page 10 of Appendix C. To mitigate the impact of a line of buildings, we propose the following:

- a. The building setback should be increased to 30 meters, as originally represented,.
- b. A 10-meter landscaped buffer strip should be introduced, featuring a berm that is a minimum of 2 meters high, landscaped with hedges or shrubs that grow to at least 2 meters in height. Between the Swayne Road boundary and the berm, evergreen trees should be planted at 10-meter intervals, reaching a minimum height of 12 meters at maturity, with a post and rail fence to delineate the boundary. This type of buffer zone is exemplified on the Waikato Expressway.
- c. This will allow the commencement of the building to be set back 20 meters from the landscaped buffer strip, thereby providing a suitable yard area.
- d. This arrangement will allow for the installation of a building security fence, with a maximum height of 3 meters, at the end of the landscaped buffer strip, thereby eliminating any visual impact on Swayne Road.