

Reon Taylor.

Good afternoon,

I'm here today as an affected person to the proposed plan change.

A bit of background for you all first,

My family and I have lived on Swayne Rd for 19 years. In that time, there has been substantial change to the built environment that we bought into.

At the start of our living there we bought into a rural lifestyle block setting with a neighbour on each side of us and the Fonterra dairy farm across the road. It was zoned rural with no expectation of any change.

Since we bought, we have had to deal with Swayne Road being closed for the Expressway and bridge to be constructed, this was at a time when our eldest was starting high school and we had anticipated him walking to school but as the road was closed, we had to drive him to and from school.

And then once all of that was finished, we had extra traffic due to Watkins Road being closed off permanently.

We've also had Fonterra change from a dairy farm to a cut and carry farm, which as I found out means removing all of the cows and most of the infrastructure and then mowing the grass and trucking it away. We found out this was the case when we would get a tractor mowing most of the day and what felt like half the night. Then at 11.30 at night they were wrapping the big bales right beside the road which is about 20 m from our front boundary. It's been quite an interesting experience learning all about that process. Then the trucks roar up- and down the road to truck the grass away. I understand that it is a rural farm and that is what they can do and when I did educate them about the noise, they have made a good effort to manage the timing of the operation, so it has lessened the negative impact on us which is appreciated,

Then for the last six years we have had to deal with the APL development.

I have to say I didn't consider the implications of their application enough. We were given paperwork showing the proposal and I assume various consultants' reports as well.

I remember briefly reading their proposal and thinking that it wasn't going to have much of an effect on us. I was wrong.

My understanding was the entrance on Swayne Rd was supposed to be a temporary nature, well that temporary entrance turned into six years of I would estimate between 5 and 50 heavy trucks and trailers per workday. Sundays were pretty quiet though, which was a pleasant relief. Once the business was operational, we got one particular truck and trailer that would go past at 4.20 pm then again late at night, about 11.30 ish. This truck was running a straight thought exhaust and was excessively loud. I spoke with the APL freight manager about this issue, they eventually and reluctantly got it fixed. This took considerable effort on my part, and I don't think they would have had it fixed if I hadn't had the police involved. This truck and trailer unit along with some of the others would make our house vibrate as they drove past.

On glass delivery day from the ports, we would get Les Harrison trucks rattling and banging their way up and down the road.

The road has been stabilized, as in a cheap rebuild a couple of years ago. It has made it slightly better, but I wouldn't have thought for the cost it has been worth it.

Now that the roundabout on Victoria rd has finally been finished and APL got their gates working, all of these particular issues have stopped. Which again is a massive relief!

However...

Because of these noise and traffic issues that I have experienced over the last six years I am very sensitive to this new proposed plan change. My main concern is the noise. That is traffic, The Civil construction and then building and then operational noise from new business.

I read in various reports about the different effects on us as neighbours that they have been as reduced as much as possible but I don't think its enough to retain what we have.

To anyone who thinks that the effects on us won't be much, please, try putting yourself and your family in our position.

So, I have a few points, in no particular order.

The first is about the demand, for industrial property,

Property demand ebbs and flows. A few years ago, property prices were going up and sales were strong. At the moment the demand is low and there is land available on Hannon rd. so I would suggest that the proposal to change the plan based on a perceived demand for industrial property is a bit weak.

Next point is the district plan.

My understanding of a district plan is so that we can all plan our business and lives, Like I said we have lived at Swayne rd since February 2006 and when we bought, the zoning was rural with no expectation of change

so now to be forced into a position of defending our lifestyle because of a company wanting to change the plan, seems very unfair to me.

Next is the Kiwifruit block and enforcement in general

The kiwifruit block on Swayne rd had a land use consent for earthworks and site storage as part of their neighbouring development, the site was supposed to of being returned to grass once the main construction was completed, this hasn't happened, and we have been left with a not so nice-looking pile of sand and dirt. When I have asked the council about all this, they have said its fine and no rules have been broken. I don't think the enforcement team had check the consent properly.

I bring this up to show that just because a consent is given there will always be a degree of non-compliance, so even if measures are put in place who is going to enforce them?

Next point is traffic.

I see there has been considerable attention to traffic considerations, with varying views from

very experienced people. I would like to bring up the proposed Swayne rd accessway,

In the traffic reports, the drawings and every other piece of information that I have read it refers to it as a light vehicle access only. But then in the latest traffic report, the definition from the transport engineer of a light vehicle is anything under 12 tons. Now 12 tons is not a light vehicle. For an example, that is a fully loaded 6-wheeler bin truck, commonly used to carry soil or dirt. the definition of a light vehicle is anything under 3.5 tons, which is a car, or car and light trailer at most. I have the definition here of a heavy vehicle which reads "A heavy vehicle has a gross vehicle mass of more than 3500 kilograms" That is from NZ transport agency

I find that this is quite misleading to refer to light vehicles in this way.

And then that also makes me wonder how many other details from other consultants have been Weighted or skewed so as to make the proposal sound like it has less impact than it will really.

Next point is Transportation.

In the planers report (under 16.4.2.12A) it talks about that there should be no direct vehicle access to the industrial sites off Swayne or zig zag Rds, and that activities that fail to meet this requirement would then require a resource consent for a non-complying activity.

Does that mean there is a possibility of someone potentially getting a consent to access Swayne and Zig Zag from their industrial site as a non-complying activity. I really hope this is not the case. I wouldn't want Swayne and Zig Zag to be like Hautapu rd.

Right, here is the next point

Money and reasons

No one has mentioned value of property as I understand that it can't be used to influence a decision, which in itself is an issue, however, I do think it needs to mentioned as I believe it is a major driver of the proposal and that it's not really for the benefit of the community.

The farm currently has a rating value of 10.4 million dollars and at 500 dollars per square meter for developed industrial land of 47.6 hectares of net land gives a rough value of 238 million

dollars, less, say a third to develop. That leaves 158 million dollars in profit .

That's a very big hand out to the biggest company in the country.

I'm unsure of what this proposal has already, and will do to the future value of our property but common sense would suggest that it has already had a negative effect on our property.

Last point

As I was just making the last few changes to this speech at 7.00 am this morning, from my office at home, I can hear two different safety beepers in the distance. So, I can confirm that my noise concerns are not just my imagination or a theoretical concern

So

In my original submission I was looking for mitigation measures. The advice I had received was that the plan change will go ahead anyway and the best I could hope for would be mitigation. However, my true feelings on the PC 14 proposal are that it should be wholly rejected by WDC and stick to the original 2035 date.

Thank you.