

Further Submission on Private Plan Change 20

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Submission Information:

New Zealand National Fieldays Society Inc (NZNFS) could not gain an advantage in trade competition through this submission.

The specific provisions of the Private Plan Change 20 that NZNFS submission relate to are attached.

NZNFS seeks to either support or are in opposition to the submissions received, as documented below.

The decisions NZNFS wishes Council to make ensure the issues raised by NZNFS are dealt with are contained in the attached document.

NZFA reserves the right to be heard in support of this submission.

If others make a similar submission, NZNFS will consider presenting a joint case with them at a Hearing.

The NZNFS wish to be heard in support of their submission

Regards,



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1.0 Introduction

New Zealand National Fieldays Society Inc (NZNFS) welcome the opportunity to provide further submissions on the submissions relating to the Private Plan Change 20 (Airport Northern Precinct Extension).

2.0 General Feedback

NZNFS further submissions relate to the following submissions:

- Submission #01.1 – Jennifer McDowall
- Submission #09.5 – Tainui Group Holdings
- Submission #11.4 – Waikato Regional Council
- Submission #12.3 – Joan & Robin Cuff with L & M McDowell
- Submission #15.1 – Tabby Tiger Ltd
- Submission #17.1 - Fire and Emergency New Zealand
- Submission #18.4 - New Zealand Transport Agency
- Submission #18.5 - New Zealand Transport Agency
- Submission #18.6 - New Zealand Transport agency
- Submission #22.2 - Christopher Hickey
- Submission #23.3 - Hamilton City Council
- Submission #23.4 - Hamilton City Council
- Submission # 23.7 - Hamilton City Council

NZNFS remains in support of PC 20, but requests that the existing transportation infrastructure is upgraded accordingly to account for the additional traffic that is anticipated as part of the future development of the PC area.

3.0 Further Submission on the Airport Northern Precinct Extension Private Plan Change (PC20)

Sub #	Topic	Support/Oppose/Seek Amendment	Comments/Reasons	Relief Sought
1	Submission #01.2 – Jennifer McDowall	Support in part	The submitter seeks that the PC gets rejected in the first instance. However, if it is supported, seeks that its timing be delayed until the Southern Links roading upgrade is in place, in order to avoid any additional traffic effects; specifically associated with Raynes Road and the intersections with State Highway 3.	<p>NZNFS agree that the existing roading network, particularly Raynes Road and State Highway 21 are unsafe, and believe the additional traffic generated into the roading network as part of the development of the PC area, will create traffic safety concerns, unless the existing roading infrastructure is upgraded.</p> <p>Although NZNFS do not wish for the PC to be rejected, they feel as though the introduction of the Southern Links roading network would significantly enhance the road safety and functionality of the transportation network.</p>
2	Submission #09.5 – Tainui Group Holdings	Support	The submitters seeks that the proposed walking/cycling link along the eastern side of SH3 linking the Northern Precinct with the Western Employment Precinct of Titanium Park appears to stop at Ingram Road, and should be established to provide safe connectivity over the full length between the two precincts including either along the full length of Ingram Road or an alternative route.	<p>Although no specific relief was identified in the submission, NZNFS confirm they are supportive of the submitters position to require a walking/cycleway to be extended to provide connectivity over the full length between the two precincts.</p> <p>NZNFS believe that the structure plan should be updated to include this information.</p>

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3	Submission #11.4 – Waikato Regional Council	Neutral and Support in part	<p>NZNFS would like to focus on the submitter’s request that seeks the construction of walking and cycling infrastructure prior to subdivision and development in the Northern Precinct.</p> <p>The construction of the walking and cycling infrastructure will help to encourage travel behaviour that is less car-reliant and may avoid embedding the use of private motor vehicles to travel to and from a large employment centre.</p> <p>The submitter then seeks the following relief:</p> <p><i>“Consider the internal road network and connectivity between the western and eastern sides of the airport to ensure there is easy and convenient access between the two locations”.</i></p>	<p>NZNFS are in support of the aspect of the submission that seeks for the provision of appropriate walking and cycling infrastructure prior to subdivision and development in the Northern Precinct. NZNFS believe the existing roading infrastructure is not suitable to account for the extra development proposed as part of the PC, and encouraging alternative forms of transport may alleviate traffic concerns.</p> <p>The NZNFS are neutral in relation to the aspects of the submission associated with accelerated climate change.</p>

4	Submission #12.3 – Joan & Robin Cuff with L & M McDowell	Support in part	The submitter seeks that development of the PC area shall be limited until the State Highway Road works are undertaken to minimise effect of increased traffic flow on the local community unless further explanation as to how traffic generation mitigation measures actually achieved.	Although NZNFS do not seek that the PC is rejected, they concur with the submitter that the upgrades to the State Highway, notably State Highway 21 are required in order to reduce potential traffic effects.
5	Submission #15.1 – zone extent – Tabby Tiger Ltd	Oppose	In summary, the submitter seeks that the area of land identified for rezoning under the PC is expanded to also include additional land located along the eastern side of Airport Road in the area bounded by Airport Road to the west; the State Highway 3 – Airport Road roundabout to the south, the Waikato River and the top of the western embankment of the gully system to the east; and the northern boundary of 356A Airport Road to the north) and with the possible exception of the land that is zoned Mystery Creek Events Zone (subject to the views of NZ Fieldays Society Inc).	<p>The NZNFS are in strong opposition to this requirement from the submitter for the following reasons.</p> <ol style="list-style-type: none"> 1) The submitter’s request is potentially out of scope with the PC. A notified PC does not warrant a process to include additional land for rezoning. 2) The existing roading infrastructure, notably Raynes Road and SH 21, are not equipped to handle a further increase in traffic generation; and 3) NZNFS contains land with a unique zoning which enables the activities associated with the Mystery Creek Events centre to operate. As such NZNFS do not support the rezoning of their site to Airport Business as suggested in the submission. <p>NZNFS request that this submission is rejected.</p>

6	Submission #17.1 Fire and Emergency New Zealand	Support	The submitter seeks that development within the proposed zone extension of the Airport Business Zone unless it is matched with the delivery of key water strategic infrastructure for firefighting purposes.	NZNFS supports this position from the submitter that adequate firefighting resources should be developed prior to the PC area being developed.
7	Submission #18.4 New Zealand Transport Agency (Waka Kotahi)	Neutral Support in part	<p>The aspects of the submission specifically relevant to NZNFS are those in relation to the submitters comments made regarding the safety and efficiency of the SH21/Raynes Road and SH3/Raynes Road intersections and the Tamahere interchange.</p> <p>The NZNFS are neutral in relation to all other aspects of the submission.</p>	<p>NZNFS agree with the following aspects of the submission and concur with the relief sought by the submitter.</p> <ol style="list-style-type: none"> 1) The SH 21/Raynes Road intersection needs to be upgraded to account for the additional traffic demand generated by way of the PC. 2) State Highway 3/Raynes Road is designed to have single lanes which will not account for the increased traffic demand predicted with the development of the PC area. The roundabout should be constructed/upgraded to enable an additional lane; and 3) NZNFS acknowledges that the Tamahere Interchange does not operate efficiently, so

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				support the submitter request for further detail on the operation and possible mitigations to address the operation of the interchange.
8	Submission #18.5 – New Zealand Transport Agency (Waka Kotahi)	Support	The submitter requests that specific scope is made for public transport by way of the inclusion of Public Transport infrastructure within the Staging of Transport Infrastructure Table 9 of the Integrated Transportation Assessment (and Rule 10.4.2.13A).	NZNFS concur with the submitter, that provision for public transport is a vital component of the overall functionality of the wider area. As such NZNFS are in agreement with the inclusion of Public Transport infrastructure within the Staging of Transport Infrastructure Table 9 of the Integrated Transportation Assessment and Rule 10.4.2.13A of the Waipa District Plan.
9	Submission #18.6 New Zealand Transport agency	Support	The submitter emphasises the importance of having suitable cycleway/walkway connections connecting the airport precincts within the Staging of Transport Infrastructure Table 9 of the Integrated Transportation Assessment and Rule 10.4.2.13a of the District plan.	NZNFS echoes the submitters key points in that it is important that the necessary cycleway/walkway connects are constructed with appropriate timing.
10	Submission #22.2 Christopher Hickey	Support in part	The submitter identifies that Raynes Road currently has no walking paths or safe provision for cycle use; and the suitability for recreational use will be greatly	Whilst NZNFS do not seek that the PC is rejected, they are in support of the relief sought by the submitter which is to ensure that cycle and walkways are provided along

			<p>reduced when the traffic density increases once the PC area is developed. The submitter also raises concerns regarding the current roading infrastructure, in particular the access</p>	<p>Raynes Road and Airport Road to connect with Hamilton/Cambridge; and that improved infrastructure for local highway access is undertaken.</p>
11	Submission #23.3 Hamilton City Council	Support	<p>The submitter seeks the following key changes which are directly relevant to the NZNFS</p> <ul style="list-style-type: none"> • The provision for more bus stops. • A bus route that connects Hamilton city with the wider airport precinct area. • The use of Southern Links corridor for a public transport connection to the Airport. • New strategic road connection to the central interchange. 	<p>In addition to the key points and relief sought by the submitter, NZNFS seeks to include reference to SH 21 and the Mystery Creek Events centre as part of future bus route.</p>
12	Submission #23.4 Hamilton City Council	Support	<p>The submitter seeks to ensure a safe and efficient transport network in and around the Airport precinct which also takes account of planned growth within the wider catchment. The submitter outlined issues with the following locations which are of particular relevance to NZNFS</p>	<p>NZNFS support the relief sought from the submitter in relation to the following key points:</p> <ul style="list-style-type: none"> • Applicant to confirm the scale of traffic increase on Raynes Road north of the Narrows Road/Raynes Road intersection.

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			<ul style="list-style-type: none"> • Raynes Road • Raynes Road/SH 21 Intersection • SH3/Raynes Road Intersection • Internal Walking and Cycling Provisions • Narrows Bridge • Airport Road (SH 21) • Future Connection to Southern Links 	<ul style="list-style-type: none"> • Confirm water mitigation is required to address the effects of the increase in traffic along Raynes Road. • Consider providing a dual lane roundabout at the Raynes Road/SH21 intersection at the outset to minimise effects during construction to upgrade roundabout from single to dual land; and, • More specific information is required in relation to the detail of construction of the SH 3/Raynes Road intersection.
13	Submission # 23.7 Hamilton City Council	Oppose	The summer seeks that additional 42.3ha of land which is landlocked located by the Southern Links designation also gets rezoned as part of this process.	NZNFS are not in agreement with this approach as the rezoning of additional land will potentially increase traffic congestion and potential traffic related effects.