



# Waipā District Plan Private Plan Change 20 Further Submission Form

Form 6

Clause 8 of the First Schedule to the Resource Management Act 1991

To: Waipā District Council, Private Bag 2402, Te Awamutu 3840 | Phone: 0800 924 723  
| Online: [www.waipadc.govt.nz/planchanges](http://www.waipadc.govt.nz/planchanges) | Email: [districtplan@waipadc.govt.nz](mailto:districtplan@waipadc.govt.nz)

Please attach additional sheets if there is not enough space for your submissions. If you do not wish to use this form, please ensure that the same information required by this form is covered in your submission.

**Note:** You must fill in ALL sections of this form.  
Submissions close 5pm Friday, 25<sup>th</sup> November 2022

COUNCIL USE ONLY	
Date received	
Document ref:	

1. Submitter details	
Full name of submitter:	Bike Waikato Incorporated
Contact name if different from above:	MATTHEW LEACH & MELISSA SMITH (CO-CHAIRS)
Contact phone number(s)	
Email address:	info@bikewaikato.org.nz
Postal address: <i>(required if no email address is provided)</i>	

2. In accordance with clause 8(1) of the First Schedule of the Resource Management Act (select one of the following):	
<input type="checkbox"/> I represent a relevant aspect of the public interest.	
<input checked="" type="checkbox"/> I have an interest in the proposed plan change greater than the interest that the general public has.	
My reason(s) are:	Bike Waikato is an incorporated society representing cycle infrastructure interests.

3. Attendance at Council hearing	
(a) I wish <input checked="" type="checkbox"/> OR do not wish <input type="checkbox"/> to be heard (attend and speak at the Council hearing) in support of my submission.	
(b) If others make a similar submission, I will consider presenting a joint case with them at the hearing. Yes <input checked="" type="checkbox"/> OR No <input type="checkbox"/>	

4. Signature of submitter (note: a signature is not required if you make your submission by electronic means, however please type your name below)	
Signature of submitter: MATTHEW LEACH & MELISSA SMITH <i>(or person authorised to sign on behalf of submitter)</i>	Dated 25/11/22



Submissions must be received by Waipā District Council  
by 5pm on Friday, 25<sup>th</sup> November 2022

Refer to attached letter for  
further detail

**25 November 2022**

**To: Waipa District Council**

*Further submissions on Proposed Private Plan Change 20 – Airport Northern Precinct (PPPC20)*

**From: Bike Waikato**

## **Who we are**

Bike Waikato is an incorporated society run by volunteers and funded by an active membership.

We believe that by providing safe and convenient cycle facilities means that our cities, towns and villages can function efficiently and provide a catalyst for vibrant and healthy communities. We advocate on behalf of our members in the community to seek change and enable a transition to sustainable and low-emissions transport networks.

Our goal is simple. To get more people on bikes, safely.

## **Why we are lodging further submissions on PPPC20**

Hamilton Airport is a regionally significant transport hub and the Airport as well as the surrounding commercial and industrial premises in Titanium Park are a strategic employment node for the region. The Airport is also located approximately 14km south of the Hamilton central city and directly south of the developing Peacocke Structure Plan area that is earmarked for up to 7800 residential units comprising a mixture of single dwellings, duplex dwellings, terraced houses and apartments<sup>1</sup>.

The Airport is well located adjacent to State Highways 3 and 21 and State Highway 1 is 5km to the north. Importantly for recreational and commuter cyclists, the Te Awa River trail is less than 5km in distance with both Hamilton and Cambridge being easy riding distance from there.

PPPC20 is a significant development for Hamilton Airport and the Waikato Region as it provides for an additional 89ha of business zoned land and the associated employment and economic opportunities. The proposal will also lead to significant additional traffic in the area.

As Waka Kotahi have noted in their submission, *'...investment in networks that promote travel by other modes, has become more pressing. This is in acknowledgement of a general acceptance that roading improvements alone cannot 'solve' congestion caused by growth and that carbon emissions from transport need to be significantly reduced.'*

While Waka Kotahi and Local Authorities have a part to play in planning and funding 'active mode' transport infrastructure (e.g., cycleways, shared paths, road reallocation and so forth), private developers also play a part in providing for alternatives to the traditional private vehicle approach, particularly where such large-scale developments are planned. It is critical that active travel mode networks are identified on structure plans and embedded into District Plan rules.

We acknowledge Hamilton Airport's inclusion of walking and cycling paths within the existing Airport Structure Plan, and the construction of various paths throughout Titanium Business Park. We look

---

<sup>1</sup> HCC S42A Hearing report, Plan Change 5, Peacocke Structure Plan, September 2022. Subject to submissions and final Council decision.

forward to further connections being completed, including those outside of the immediate Airport environs.

### **Hamilton Airport to Te Awa River Trail Connection**

While we are focussing on PPPC20 in this process, we take this opportunity to mention that Bike Waikato will also be advocating to Waka Kotahi for active travel infrastructure along State Highway 21/ Airport Road up to Tamahere. The Te Awa River trail is a key cycling hub and is used a commuter route (and recreationally) from Cambridge to Hamilton and beyond. A connection from the regionally significant transport hub and employment node at the Airport can provide significant options for mode-shift.

We also note developments in the Hamilton Waikato Metro Spatial Plan (HWMSP) and the HWMSP Transport Programme Business Case with respect to key transport corridors, especially through to Peacocke and potentially prioritising a connection from the Airport to SH1. The Narrows Bridge is already a key pinch point for motor vehicles, let alone the brave bike riders who decide to 'own the lane' while riding through this point. It is important that cycling infrastructure from Hamilton Airport to SH1 is considered in the transport network in this area.

We note that a new wastewater treatment plant is being considered to service the Northern Precinct, and in time will also service Matangi and Tamahere. Any bulk wastewater infrastructure from Tamahere and Matangi would need to cross the Waikato River, and therefore there is the potential for a walking and cycling connection to be included in that crossing.

Our further submissions on the submissions of PPPC20 are outlined in the table below.

Bike Waikato is willing to work with the Waipā District Council, submitters and the Applicant in advance of a hearing in order to facilitate a productive outcome.

Bike Waikato **does** wish to be heard in support of this further submission.

If others make a similar submission, Bike Waikato will consider presenting a joint case with them at the hearing.

Yours sincerely,

Matthew Leach & Melissa Smith, Bike Waikato

*Email: [info@bikewaikato.org.nz](mailto:info@bikewaikato.org.nz)*

The specific submissions on PPC20 to the Waipa District Plan that this further submission relates to are as follows:

Submission Point	Name of Submitter	Support	Oppose	Reason	We seek the following decision from the Council
9.5	Tainui Group Holdings	✓		<p>We agree that the proposed walking and cycling link as expressed in the updated Structure Plan does not provide sufficient connectivity between the Northern and Western Precincts.</p> <p>It is important that the Northern Precinct development provides for a fully connected walking and cycling network. The proposed Structure Plan currently has the cycleway/ walkway notation around the majority of the perimeter of the Structure Plan area (including to the Southern Precinct), with the exception of part of the northern to western precinct connection.</p>	<p>1. That the Airport Structure Plan is amended to set out full connectivity...</p> <ul style="list-style-type: none"> <li>• along the eastern side of SH3 and/or;</li> <li>• along Ingram Road.</li> </ul> <p>2. That Rule 10.4.2.13A (Table) be amended to include the following additional requirement for the provision of the walking and shared path between the Northern Precinct, the western precinct and Southern Precinct:</p> <p><b>Transport Upgrade</b>  <i>Construction of new walking and cycling shared path connecting the Northern Precinct to Ingram Road and beyond to the Southern Precinct.</i></p> <p><b>Implementation requirement</b>  <i>To be completed prior to:</i></p> <ul style="list-style-type: none"> <li>• Any section 224c certificate for subdivision under the RMA being issued for the completion of any subdivision within Northern Precinct; or</li> <li>• Any industrial / commercial activity being able to generate traffic.</li> </ul> <p>3. That Principle S10.3.7 is updated to account as follows:</p>

Submission Point	Name of Submitter	Support	Oppose	Reason	We seek the following decision from the Council
					<p><i>'Direct convenient access for public transport at State Highway 3, State Highway 21 and Raynes Road. A continuous cycle/walkway connection from all <del>three</del> seven access points in accordance with the structure plan.'</i></p> <p>Note the ex-PAL access point/gateway is not included as the cycle/walkway passes to the north of the Sharpe Road precinct.</p>
11.4	Waikato Regional Council	✓		<p>We agree that Rule 10.4.2.13A (Table) should include the provision for the construction of new walking and cycling shared path connecting Peacocke Road to the Northern Precinct via Middle Road and Faiping Road.</p> <p>It is critical that the two largest developments at the southern border of Hamilton City (Peacockes Structure Plan) and the northern border of Waipa District (PPPC20) are integrated and connected not only with vehicle-based transport but also active travel modes that will help reduce the reliance on motor vehicles and continuing transport emissions.</p> <p>With the Peacocke Structure Plan providing generally a residential urban development, providing active travel mode connectivity to and from the Airport via PPPC20 will reduce the tendency for short-trip private vehicle use.</p>	<p>Retain Rule 10.4.2.13A (Table), with the inclusion of the additional requirement as follows:</p> <p><b>Transport Upgrade</b>  <i>Construction of new walking and cycling shared path connecting the Northern Precinct to Ingram Road and beyond to the Southern Precinct.</i></p> <p><b>Implementation requirement</b>  <i>To be completed prior to:</i></p> <ul style="list-style-type: none"> <li>• <i>Any section 224c certificate for subdivision under the RMA being issued for the completion of any subdivision within Northern Precinct; or</i></li> <li>• <i>Any industrial / commercial activity being able to generate traffic.</i></li> </ul>



Submission Point	Name of Submitter	Support	Oppose	Reason	We seek the following decision from the Council
				<p>Encouraging active travel modes for employees and employers by providing for end of journey facilities is also helpful to encourage alternative commuting options.</p> <p>Bike storage at the Airport terminal could also be explored to capture the bike to fly commuter and traveller.</p>	
18.2	Waka Kotahi/ NZ Transport Agency	✓		<p>We support the submission as it highlights the opportunities to ensure integrated connections with the Peacocke development to the north, the provision of walking and cycling infrastructure and therefore a reduction in the reliance on the private motor vehicle, reduction in short trips and transport emissions.</p> <p>Given the location of Faiping Road, this provides excellent connectivity to and from Hamilton Airport to the existing and residential development of Hamilton.</p> <p>It is also noted that the Peacocke Structure Plan has a minor arterial (and PT route) identified for Peacockes Road directly adjacent to the north end of Faiping Road.</p> <p>Minor arterials are identified as including a 3m shared off road footpath and cyclepath on both sides.</p>	Retain Rule 10.4.2.13A (Table) including the Faiping Road requirement.

Submission Point	Name of Submitter	Support	Oppose	Reason	We seek the following decision from the Council
				<p>It would be a lost opportunity if an off road walking and cycling network was not continued towards Hamilton Airport and vice versa through to Hamilton via the proposed off road cycle facilities on Faiping Road.</p>	
18.6	Waka Kotahi/ NZ Transport Agency	✓		<p>We agree that Rule 10.4.2.13A (Table) should include the provision for the construction of new walking and cycling shared path connecting Peacocke Road to the Northern Precinct via Middle Road and Faiping Road.</p> <p>We agree that the inter-Precinct cycleway connections should be included in the Table in Rule 10.4.2.13A.</p>	<p>Retain Rule 10.4.2.13A (Table) including the Faiping Road requirement, with the inclusion of the additional requirement as follows:</p> <p><b>Transport Upgrade</b> <i>Construction of new walking and cycling shared path connecting the Northern Precinct to Ingram Road and beyond to the Southern Precinct.</i></p> <p><b>Implementation requirement</b> <i>To be completed prior to:</i></p> <ul style="list-style-type: none"> <li>• Any section 224c certificate for subdivision under the RMA being issued for the completion of any subdivision within Northern Precinct; or</li> <li>• Any industrial / commercial activity being able to generate traffic.</li> </ul>
22.2	Chris Hickey	✓		<p>We support this submission in so far as we agree that Raynes Road (except for a short stretch of path near Sharpe Road) has no walking or cycle paths.</p>	<p>1. Retain Rule 10.4.2.13A (Table), with the inclusion of the additional requirement as follows:</p> <p><b>Transport Upgrade</b></p>

Submission Point	Name of Submitter	Support	Oppose	Reason	We seek the following decision from the Council
				<p>We also agree that walking and cycling connectivity along SH21/ Airport Road up to the Te Awa River path is needed. However, we suggest that this is a Waka Kotahi strategic network project or requires a collaborative approach given the likely bulk infrastructure to be constructed across to Tamahere/ Matangi in the future.</p>	<p><i>Construction of new walking and cycling shared path connecting the Northern Precinct to the Sharpe Road and Central Precinct shared path.</i></p> <p><b>Implementation requirement</b>  <i>To be completed prior to:</i></p> <ul style="list-style-type: none"> <li>• Any section 224c certificate for subdivision under the RMA being issued for the completion of any subdivision within Northern Precinct; or</li> <li>• Any industrial / commercial activity being able to generate traffic.</li> </ul> <p>2. Amend the Airport Structure Plan to extend the cycleway/walkway connection along Raynes Road from Middle Road to Sharpe Road.</p>
23.2	Hamilton City Council		✓	<p>We oppose this submission as HCC appears to oppose the provision of a walking and cycling link to Peacockes Road (and the developing Peacocke Structure Plan area) and therefore the benefits and opportunities this connection provides.</p> <p>We do not agree that the grade of Faiping Road will deter cyclists (whether commuter or recreational). When given the choice of an unprotected on-road option with that of an off-road option, the vast majority of cyclists will choose the safer off-road dedicated facility,</p>	Retain Rule 10.4.2.13A (Table) including the Faiping Road requirement.



Submission Point	Name of Submitter	Support	Oppose	Reason	We seek the following decision from the Council
				<p>unless it is a considerable longer trip. In the case of the proposed Faiping Road, it is a shorter, more direct option.</p> <p>Furthermore, with the further uptake of E-bikes, grades are less of an issue as they might be for some cyclists.</p> <p>While PT is proposed in the submission as an alternative to the Faiping Road connection, PT does not provide the trip reliability and travel time certainty that cycle commuting provides.</p> <p>It is noted that HCC own the land directly adjacent to the Faiping Road alignment. While Bike Waikato are not certain on HCC plans for this site, if part of those plans includes stopping Faiping Road, then we suggest that any future plans in this area should account for a 3m shared path.</p> <p>While not ideal, our second preference is HCC's Option 1 alternative route as the land is in the ownership of HCC, whereas Option 2 relies on infrastructure being constructed over privately owned land (and associated complexities),</p> <p>We seek continued involvement with the key stakeholders in order to finalise a connection in this area.</p>	