

My name is JIM SNOWBALL, and my wife and I live at 248 Raynes Road, RD2, Hamilton which is situated at the northern end of Hamilton Airport. We oppose the current proposed Private Plan Changes 20 to the Waipa District Plan ECM#10889583 for the airport northern precinct extension, and do so for the following reasons:

1. There does not appear to be a substantial proposed greenbelt which should include bunding, trees and other plantings between the northern precinct and existing rural lifestyle blocks that are privately owned. This should be a priority to assist in sustaining and enhancing the environment and buffering any potential noise that will be generated.
2. The removal of one of the hills on the farm on Narrows Road will allow high noise level to protrude across the district. The hill currently buffers significant noise levels and therefore we strongly oppose it being removed to allow for commercial activities. With its removal the airport noise from planes will increase significantly across the area.
3. It is noticeable already with what has been developed at the northern end of the airport that the water table levels on the surrounding properties have changed and risen dramatically and this has not been factored in. Recent weather events have flooded Narrows Road, and Waipa District Council is well aware of this and has had staff visit the area.
3. There were two drains taking the water from the proposed site of this application on Raynes Road. One was blocked off by Brian Hermann when he commenced commercial development and the other still remains which has been piped and which gives limited flow. Once you put a commercial building on a site generally 90% of the site is concreted. Holding ponds are put in and the ground cannot cope with the run-off of water. The run-off of water seeping from these ponds will go into the ground and raise the water table level because the foundations of these buildings do not allow the flow of water naturally. This is a very high water table area that they are proposing to develop and serious consideration needs to be given to this, e.g. the recent flooding that occurred in Auckland was a result of 'infill housing' and not enough run off areas for the water.
4. A number of properties on Raynes Road, including our own, have a drain running through it which takes the water from the proposed development site. Potentially, the risk here is flooding on these properties as a result of the high water flow and high water table. This has not been considered or factored in at all.
5. There does not appear to be any sewerage treatment plant identified to be supplied by the developer. At the moment commercial sites at the northern end are trucking sewerage away

to the treatment station. With this development we were advised at one of the public meetings that Waipa District rate payers are to going to be expected to foot the bill to build a sewerage treatment plant. We oppose this given the proposed development is large and the developer should be footing the bill, along with those commercial businesses that are already present.

5. The traffic impacts on surrounding roads will be major. With the recent completion of the Cambridge to Auckland expressway there is only one on ramp at Tamahere and between 3.30pm to 5.30pm most weeknights the already existing business traffic leaving from this airport area is congested and often queued back almost to the Narrows Bridge with traffic waiting to get onto the expressway. This by default forces traffic to come back up Raynes Road to Ohaupo Road with huge traffic volumes increased on a road which is already exceptionally busy. With the huge increase in commercial development proposed in this current application there seems to be little considerations given to the impact of traffic in the area.
6. The Narrows bridge was built in 1963. It has been closed at times over the years due to accidents and maintenance requirements needing to be done. The bridge is old and narrow and is not fit for purpose to sustain the amount of traffic that will be generated from this extensive commercial development.
7. There is a roundabout proposed to be built at the corner of Ohaupo and Raynes Road. It is one of the most dangerous interactions in the Waikato. It has an average of 2 accidents per week and there have been a number of fatalities over the years. Raynes Road is designated as a secondary road. It does not have the capacity to take all the heavy trucks and vehicle traffic that will be generated from the large number of industries that will be located under this new development.
8. This development changes the way we live in the area. Already the amount of traffic on Raynes Road has had major impacts on our lifestyle. Residence do not feel safe to walk or ride out on the road. Although the speed limit has been reduced to 80km the traffic using the road is not always abiding to it. There is often police on patrol. This is not what we want and this will only get worse if we have 2,000 extra people employed with new jobs at this development site utilising the surrounding roads. What has not been considered is not only the workers that will be travelling on the road; there will be the customers and commercial trucks for deliveries and pickups. Perhaps a road directly through the airport property out

onto Ohaupo Road would help alleviate traffic issues. Alternative options need to be considered.

8. There is already enough commercial land in the Waipa District around both Te Awamutu and Cambridge without increasing this in the northern precinct. With the talk of all this global warming should commercial areas not be built closer to the local towns to enhance them for employment and for the fact that people would not have to travel so far to go to work.
9. Waipa District Council, and other surrounding Councils have a vested interest in the development of Hamilton Airport as shareholders. Within their own council planning a high focus is directed at environmental and sustainable impacts for future growth which includes having less vehicles using the roading system. With no public transport available and approximately 2,000 more jobs this doesn't seem to have been given much thought and does add up.
10. The proposed plan does not indicate the type of businesses that will be operating within this proposed northern precinct. How do we then know what noise levels will be generated? The proposed plan doesn't indicate any mitigations against noise levels. The noise levels will be generated dependent on what the business is dealing in. There are a lot of unknowns here. Machinery such as forklifts operating and constantly beeping their horn or reversing can be loud; this is one example of a number of machines that might be used. There could be large operational machines used within any of these premises over a 24 hour period. If we don't know what noise levels are going to occur and they are not addressed in this application what typically will happen is the proposal is accepted, buildings built, businesses starting with excessive noise, and no resource consent conditions, and the local residence becoming the complainants once again to Council.
10. Although the southern precinct has been developed, that end of the airport is zoned 'rural' and there were fewer properties to consider. At the northern end we are zoned 'rural' and 'rural residential' and have a much larger number of privately owned properties.
11. We understand that the Hamilton Airport Authority's biggest profit is made from commercial development and property dealings, and not primarily from what their core business is in terms of providing an airport service. Their profit should not be at expense of local rate payers.
12. It is our understanding that Waipa District Council provide water from their treatment station to the airport and new businesses now within the existing northern end designated area, yet

local ratepayers on lifestyle blocks are not treated the same, or provided within any additional amenities.

13. Other than a couple of public meetings regarding this proposed plan there has been no site visits to property owners who will be affected as a result of this proposal. There are significant impacts on the surrounding lifestyle blocks in terms of the lack of infrastructure for the proposed development. We use to live on the corner of Raynes & Airport Roads where now currently the Trade Depot is situated and therefore we have a great knowledge of the area which includes the water table. We have lived in the area since 1989.
14. The environmental and traffic impacts are more than significant on the area, and therefore we totally reject this proposed application for the airport northern precinct extension as it is not needed and has not been thought through.

6th March 2023