

## Middle/Narrows Road Focus Group

### Commissioners Hearing 17 March 2023

- 1 My full name is Elaine Mary Penn, and I am spokesperson for the Middle/Narrows Road Focus Group.
- 2 The Middle/Narrows Focus Group comprises of 7 land owners whose properties are situated on Middle and Narrows Roads and will become isolated between the Northern Precinct Development and the proposed Southern Links.
- 3 To summarise
  - 3.1 The Group made four submissions on PPC20, the S42A report of evidence has recommended that two of the submissions be accepted and that two be rejected.
  - 3.2 We do not agree that these submissions should be rejected without further explanation from us, of the reasons for submitting
  - 3.3 The two submissions we wish to be further considered are
    - 3.3.1 That clauses S10.2, subclause 2.1 and clause 10.4.2.10 of the Waipa District plan remain as defined and no amendment made.
    - 3.3.2 That no pedestrian or vehicle access should be allowed to Narrows and Middle Roads
- 4 It is noted that there is support from the expert witness' for Middle Road to remain a cul de sac.

### Introduction:

- 5 Private Plan Change 20 virtually re-writes the Waipa District Plan with consequences not anticipated by the Middle and Narrows Roads Focus Group, most of whom have lived in the area for many years and have followed the proposed development from its infancy. The Focus Group has previously submitted on two Waipa District Plans and the Southern Links project. The purpose has always been to protect their lifestyle, with a willingness to accept compromise.
- 6 The residents of the Focus Group believe that the best option to safeguard their present lifestyle is to separate the two entities, that is, the rural properties and the commercial development, by a closed boundary between them.
- 7 To accomplish this, it is requested that Middle Road be inaccessible to vehicle traffic to and from the southern end of the road by placing a barrier across the road.
- 8 It is noted that access to the southern end of Middle Road has been denied to the public for many years, since the unmade, but formed, roadway was ploughed up and the gateway locked by the present owners (Northern Precinct).
- 9 The Titanium Park approval was given with a condition in the District Plan that there would not be access or egress to Middle Road.

The Middle/Narrows Focus Group prospective, is that the PPC20 changes our previous expectations in four ways:

- 10 Titanium Park development approval was given on the basis that there would be no access or egress to the development from Middle Road. The Waipa District plan, section 10, allows the southern end of Middle Road to be effectively blocked to the development. PPC20 requests an amendment to this section of WDP

- 11 **The Northern Precinct** was fully discussed at the last Waipa District hearing but was to be considered for development at a later date and has been brought forward by approximately 10 years
- 12 **Rukuhia Properties** request to be included in the Northern Precinct has never been considered previously as a likelihood for development and now encloses the rural residential owners further.
- 13 **The Southern Links** will cut Middle and Narrows roads in half, giving only one access point to Raynes Road. However, this project is delayed and may well be subject to changes which will affect the use of surrounding land. PPC20 will, in the meantime, change traffic flows on the local rural roads.
- 14 From this perspective it can be seen that whilst the Focus Group has had some success in managing to safeguard a rural lifestyle within a busy and growing, neighbouring roadway system with encroaching commercial areas, PPC20 has the capability of substantially changing this aspect. A key factor to maintaining some sort of safeguard is the continued blocking of Middle Road.

#### Expert Witness Evidence

- 15 The subject of access to Middle Road has been discussed by the Transport Assessment experts. Mr. Cameron Inder, in his report, refers the Focus Group to Section 5.2. of the ITA V2 which states:

*"This recommends that no access be provided from the Northern Precinct to Middle Road (North of Northern Precinct) or Narrows Road for general traffic".*

And 5.2 Access Strategy of the ITA V2 states

*"Where local road connections between RPL and TPL land cross the formed sections of Middle Road south of Narrows Road, it is proposed these new roads do not permit connection of ABZ traffic to Middle Road north of the site"*

- 16 The subsequent proposed amendment to the Waipa District Plan, Section 10, clause 10.4.2.10 states

*“There shall be no direct access from lots or activities to a State Highway, Narrows Road and Raynes Road or to any section of Middle Road that does not have the Airport Business zone located on both sides of the road except as shown on the Airport Business Zone Plan in Appendix S10 etc. ....”*

- 17 This would seem to be a suitable solution to the Group’s submission, and it is in many ways: however, it does leave some unanswered questions in its possible interpretation:

1. Does “access” include “egress”
2. What is the interpretation of “Special Provisions” and how will the explanation be written into the District Plan
3. How will the “special provisions” be managed on site
4. Will a barrier be placed across Middle Road as there is now
5. Will the barrier be placed at a new location
6. How many sections will have access to Middle Road and how will access through these sections be controlled
7. Section 15.4.2.87, Airport Business Zone clause c) gives the general location and form of access points, including Middle Road and states that *“strict compliance in terms of the internal locations is not required, as the roads are indicative only”*. How would this affect the access decision?

### Pedestrian/cycling Access

- 18 The Group has never been against the proposed pedestrian/cycling access to Middle or Narrows Road. The reason for the submission against this proposal is that this access has the potential of making Middle and

Narrows Roads a vehicle short cut route for people employed in the Northern Precinct.

- 19 This could present car parking problems on both roads if employees were to park their cars and use the pedestrian access to their building

### Decisions Requested

- 20 We seek the following:
- a. That the clauses in Section 10 and Section 15 of the Waipa District Plan be written in such a way to ensure clarity that the southern end of Middle Road is closed to the entry and exit of vehicle traffic
  - b. "Special provisions" and "restrictions" be defined to ensure that there is no misunderstanding of their meaning
  - c. that a barrier be placed on Middle Road as a deterrent to vehicles entering or exiting the Northern Precinct
  - d. That pedestrian accesses to the Northern Precinct be managed to detract parking of vehicles in Narrows and Middle Roads

### In Summary

The Focus Group residents concur that they are not against the development plan per se, but cannot support any amendment to the District Plan which allows extra vehicle traffic through Middle or Narrows Road (at the point of intersection). It is acknowledged that expert witnesses have addressed this probability and have recommended certain amendments to the PPC20.

Elaine M Penn

On behalf of the Middle/Narrows Road Focus Group

# Recycling Collection Day Finder

Enter an Address, Property ID (🔍)

