

**From:** [info@waipadc.govt.nz](mailto:info@waipadc.govt.nz)  
**To:** [Policy Shared](#)  
**Subject:** External Sender: Waipā District Plan - Plan Change Submission Form 5 - Jennifer Lillian McDowall  
**Date:** Friday, 7 October 2022 3:18:26 pm

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**This is a submission on the following proposed plan change to the Waipā District Plan**

Plan Change 20 Airport Northern Precinct Expansion

**Could you gain an advantage in trade competition through this submission?** I could not

**Are you directly affected by an effect of the subject matter that - (a) adversely affects the environment; and (b) does not relate to trade competition or the effects of trade competition?** I am

**Do you wish to be heard (attend and speak at the Council hearing) in support of your submission?** I do not

**If others make a similar submission, will you consider presenting a joint case with them at the hearing?** Yes

**Do you support the proposed change(s)?** I oppose

**The specific provisions of the plan change my submission relates to are (give details):**

Changing the current Rural zoning area to an Airport Business Zone

**My submission is**

The zoning should not be changed.

I am not in favour of this change for a number of reasons.

The first is that it reduces the amenity value of my neighbourhood from a pleasant semi-rural area to a quasi industrial area. I enjoy walking and bike riding in the area the application relates to, and this reduces recreational opportunities and will lower market values of properties for current ratepayers such as myself.

The second reason is impact on traffic. Raynes Road is an accident hotspot and there have been recent fatal accidents at both ends, where it connects to SH 3 Ohaupo Rd and to Airport Rd. It is beyond my comprehension that it can be seen as a good idea to put more traffic onto Raynes Rd. There would be

trucks as well as cars of workers. Visibility is poor turning into and out of Lowe Rd onto Raynes Rd and accidents at this intersection are likely to increase. Even if most traffic exits directly onto SH3, people will still use Raynes Rd/ Airport Rd as a shortcut to SH1 Waikato Expressway. The increase in traffic at these high speed intersections will significantly increase the risk of additional fatal accidents. This proposal has made no attempt to mitigate this risk at either end of Raynes Rd, and as such is woefully inadequate. The extra traffic at the Tamahere onramps will also cause extra congestion, affecting Tamahere residents who have been excluded from making submissions even though this will affect them.

A third reason is the loss of elite soils. I am surprised to see that the impact of loss of high quality soils has not been mentioned in the proposal. Soils in this area are flat and fertile and are currently used for growing maize as well as for grazing. NZ is facing a crisis of loss of high quality soils close to cities, and councils have been asked to identify these soils and put a plan in place to prevent their loss to development. This is a prime example of cropping soils being rezoned "under the radar" without even a discussion of potential impact. Industrial development does not need to be on good soils.

I also take issue with the comment that there is a latent demand for industrial land - with the implication this demand would not be met by the Ruakura development. At 490ha, surely this is more than enough space in the region to meet demand. As it is being developed already it makes no sense to say that the Northern Precinct will be developed much sooner.

#### **I seek the following decision/s from Council**

I would like the Council to reject the proposal.

If it does go ahead, I would like the timing to be delayed until the Southern Links roading upgrade is in place so traffic will not be added to the current dangerous situation

#### **Attachments**