

From: info@waipadc.govt.nz
To: [Policy Shared](#)
Subject: External Sender: Waipā District Plan - Plan Change Submission Form 5 - Sandra Forsyth
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Full name of submitter Sandra Forsyth

Contact name (if different from above)

Email address

Address for service

Contact phone number

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

Proposed Private Plan Change 20 - Airport Northern Precinct Extension

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):

Rezone approximately 89ha of land to the northwest of the Airport, from Rural to Airport Business Zone.

My submission is

Zoning rural land to business runs counter to one of the primary aims of New Zealanders and the NZ government in limiting climate change. The removal of vegetation directly decreases the uptake of CO₂ and the replacement by concrete and asphalt will significantly contribute to local heat emission. Additionally, there are already commercial hubs at Ruakura and Horotiu, and to minimise transport emissions, a single site is preferable to numerous sites scattered over the Waikato. As a further point, the visual impact of the proposed development cannot be under-estimated. Waikato, and particularly the Waipa district are attractive as a consequence of the rural outlook and in particular the large number of trees that are seen on rural and urban properties. These features are appealing to tourists and a reason to stop in the area rather than drive through. This has not been taken into account with the current development at the Airport. The view from the drive heading east

from the airport exit is unattractive due to the recently built commercial buildings almost abutting the fence line. If the rezoning must go ahead, then provision for a green belt which offsets the heating/climate damage of the building materials and roading, and visual impact of the structures is imperative.

I seek the following decision/s from Council

Rezoning of the rural land to business be denied.

If the rezoning must go ahead, then provision for a green belt which offsets the heating/climate damage of the building materials and roading, and visual impact of the structures is undertaken. The green belt should be a minimum of 5m around the periphery of the site and planted with trees (including non-natives) rather than low level plants, and green islands (again trees rather than low lying vegetation) within the complex should be present.

Attachments