

Submissions to Private Plan Change 10: Eastern Access to Titanium Park

Submissions 1 - 4

February / 2019

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Plan Change on Waipa District Plan Submission Form

Form 5

Clause 6 of the First Schedule to the Resource Management Act 1991

Send to: Waipa District Council, Private Bag 2402, Te Awamutu 3840

Phone: 0800 924 723 | Fax: 07 872 0033 | Web: www.waipadc.govt.nz | Email: submissions@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 Wednesday, 19 December 2018**

COUNCIL USE ONLY	
Submission number:	
Date received	
Document ref:	

1 Submitter details	
Full name of submitter:	Richard Clive Radonich
Contact name if different from above:	Secretary The Hamilton Pistol Club Inc
Contact phone number(s) (mobile optional):	[Redacted]
Postal address: (required)	[Redacted]
Email (optional):	[Redacted]
How would you like us to contact you?	
By post	<input type="radio"/>
By email	<input checked="" type="radio"/>

Privacy Act Information - It is a requirement of the legislation for submissions to be made available to the public.

Your contact details are collected:

- To arrange a hearing date and time for you to speak (if you choose to).
- So the Council can write and inform you of the decision(s) on your submission(s).

Your name and address will be publicly available.

Your personal contact details (e.g. mobile and email address) will only be used for the above purposes and otherwise kept confidential. You have the right to correct any errors in personal details contained in your submission.

2 This is a submission on the following proposed plan change to the Waipa District Plan	
Plan Change Number and Name: (e.g. #1 – Rezoning of 3847 Cambridge Road)	#10 Hamilton Airport and nature of Requirement State Highway 21

3 Trade competition		
Select one	<input type="radio"/> I could <input checked="" type="radio"/> I could not	gain an advantage in trade competition through this submission.
Select one	<input checked="" type="radio"/> I am <input type="radio"/> I am not	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

Please complete the reverse side of this form



4 Attendance at Council hearing

Select one	<input checked="" type="checkbox"/> I do	wish to be heard (attend and speak at the Council hearing) in support of my submission
	<input type="checkbox"/> I do not	

If others make a similar submission, I will consider presenting a joint case with them at the hearing. Yes No

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

Select one	<input type="checkbox"/> I SUPPORT	The design of the roundabout and access to the club grounds
	<input type="checkbox"/> I SUPPORT IN PART	
	<input checked="" type="checkbox"/> I OPPOSE	


6 My submission is: (please include the reasons for your view)

Submission attached.

7 I seek the following decision/s from Council: (give precise details – e.g. what you would like the wording of a specific provision (or map) to be changed to)

The design of the roundabout should provide access to the club to allow heavy machinery entry. Provide sufficient noise barriers for noise emitted from the club. Provide for access to the club during heavy traffic periods, major events at Mystery Creek.

8 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: (or person authorised to sign on behalf of submitter)		Dated 18/12/2018
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18th December 2018

Submission to Waipa District Council

Proposed Private Plan Change 10 Hamilton Airport and Notice of Requirement State Highway 21

The Hamilton Pistol Club Inc. wish to oppose the Application

The Hamilton Pistol Club Inc. is in support of the new access from State Highway 21 to the Southern Precinct.

The Hamilton Pistol Club wish to oppose the proposed roundabout entrance to the main Airport Terminal.

The Hamilton Pistol Club concern with the proposed roundabout has been addressed in part by the submission from WRAL relating to the steepness of the proposed entry which includes two sharp turns.

The Club also has concern with the requirement to lower the Club's Northern boundary area and ROW by 3.4 meters which will expose our neighbours to greater noise. There has been discussion with WRAL to build soil berms which can be planted and sound absorbing access gate to alleviate to some degree the noise issue.

The Club believe the proposed roundabout will not be able to cope with the four days of Fieldday traffic. The Airport is active over the event days along with the Hamilton Pistol Club. We have experienced difficulties in the past with entering the club under these conditions, we are of the opinion that more lanes will be required including the prevision of additional slip lanes to allow both the Airport and the Pistol club to operate during this period.

On the positive side.

The proposed roundabout concept will solve a number of issues with the current combined entrance of the Kart Club, Mystery Creek Event Centre Gate Zero, and The Hamilton Pistol Club along with the entrance on the opposite side of State Highway 21 to the Airport. Both entries are within 50 meters of each other and both utilise the same

middle section of a very busy State Highway 21. The Airport has a designated middle lane which includes a hatched white line section which is used to stream South bound traffic turning right into the Airport entrance requiring any North bound vehicle turning right into the common entrance to stop on the highway. This is a zoned 100 km speed area.

There is also a slip lane designed to allow dense Fieldday Traffic to flow into Mystery Creek Event Centre Gate Zero. This slip lane is used regularly by South bound traffic however it has no exit outside of the four days of the Fielddays Event. The lack of an exit is not obvious until the last minute. Vehicles using the slip lane are forced back onto State Highway 21 at speed in an area with two major intersections.

The combination of issues is very confusing and there have been a number of near miss accidents.

Richard Radonich

Secretary

The Hamilton Pistol Club Inc.



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COUNCIL USE ONLY	
Submission number:	
Date received	
Document ref:	

1 Submitter details	
Full name of submitter:	Riverside Golf Club
Contact name if different from above:	Kat Grinter
Contact phone number(s) (mobile optional):	[REDACTED]
Postal address: (required)	[REDACTED]
Email (optional):	[REDACTED]
How would you like us to contact you?	
By post	<input type="radio"/>
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2 This is a submission on the following proposed plan change to the Waipa District Plan	
Plan Change Number and Name: (e.g. #1 – Rezoning of 3847 Cambridge Road)	Proposed Private Plan Change. Hamilton Airport #5H21

3 Trade competition		
Select one	<input type="radio"/> I could <input checked="" type="radio"/> I could not	gain an advantage in trade competition through this submission.
Select one	<input type="radio"/> I am <input checked="" type="radio"/> I am not	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

Please complete the reverse side of this form

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	<input checked="" type="radio"/> I do not	

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

Yes
 No


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

Select one	<input checked="" type="radio"/> I SUPPORT	
	<input type="radio"/> I SUPPORT IN PART	
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6 My submission is: (please include the reasons for your view)

7 I seek the following decision/s from Council: (give precise details – e.g. what you would like the wording of a specific provision (or map) to be changed to)

8 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: (or person authorised to sign on behalf of submitter)		Dated 4/12/18
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NZ TRANSPORT AGENCY SUBMISSION ON RESOURCE CONSENT APPLICATION – PROPOSED PRIVATE PLAN CHANGE 10 – HAMILTON AIRPORT AND NOTICE OF REQUIREMENT – STATE HIGHWAY 21

TO: Waipa District Council

ATTENTION: Wayne Allan

SUBMITTER: NZ Transport Agency
PO Box 973
Waikato Mail Centre
Hamilton 3240

ATTENTION Emily Hunt

[REDACTED]

[REDACTED]

This is a submission on **Proposed Private Plan Change 10 – Eastern access to Titanium Park** on behalf of the NZ Transport Agency.

Summary

As indicated by the joint application of the proposed Private Plan Change (Plan Change) and Notice of Requirement (NoR), the Transport Agency supports the Plan Change to the Operative Waipa District plan (WDP). The applicant has previously undertaken extensive consultation with the Transport Agency and the Plan Change and NoR submitted to Council appropriately incorporated any changes requested by the Transport Agency.

The NZ Transport Agency's Role

The NZ Transport Agency (the Transport Agency) is a Crown entity with the sole powers of control for all purposes of all state highways. The Transport Agency's objectives, functions, powers and responsibilities and derived from the Land Transport Act 2003 (LTMA), and the Government Powers Act 1989 (GRPA). The statutory objective of the Transport Agency is to undertake its functions in a way that contributes to an effective, efficient and safe land transport system in the public interest.

Background

As part of the development of the original Airport Structure Plan in the Waipa District Plan (2010), the NZ Transport Agency, Waikato Regional Airport Limited (WRAL) and Titanium Park Development Limited and Titanium Park Limited (together making Titanium Park Joint Venture (TPJV)) signed a Memorandum of

Agreement (MoA) detailing the agreed access strategy for the Hamilton Airport. As part of this agreement, the Agency also included a designation for a future roundabout at Lochiel Road. This roundabout would, when demand required in the future, form the new main entrance to the Airport.

In 2016, the TPJV was dissolved and a new entity, Titanium Park Limited (TPL) took responsibility for managing and developing the Central and Southern Precincts of Titanium Park and overseeing the wider WRAL land holdings. The Applicant for the Plan Change is WRAL and TPL. WRAL is the owner and operator of the Hamilton Airport (the Airport). TPL has been established to manage and develop the portions of the Titanium Park land that is controlled by the WRAL. Together these entities form what is referred to as the WRAL Group.

Since mid-2017 the WRAL Group has undertaken consultation with the NZ Transport Agency in respect of the overall access arrangements for the Hamilton Airport and Titanium Business Park with a view to changing them from what was agreed in the MoA. These proposed changes to the access arrangements require changes to the Airport Structure Plan. The changes to the access strategy are required as a result of a number of matters including; Southern Links, the new SH21/3 roundabout, changes in development demands and pressures and some difficulties with implementing the existing agreed access arrangements. WRAL has identified the following key issues as a result of the Structure Plan review:

1. Ensuring that the Airport terminal is the prominent focal point upon entry from SH21 in the future, by providing a gateway access feature.
2. Locating the future SH21 access in a position to achieve the above, while also serving appropriate access to the business park (Central Precinct).
3. Separating the development of the (Airport's) Southern Precinct from the Central Precinct to minimise conflict between terminal operations and business park heavy traffic in the south while also minimising transport infrastructure cost.
4. Retaining walking and cycling connectivity between the Southern and Central Precincts.
5. Limiting high traffic generating activities in the Southern Precinct so as to minimise traffic volumes for the new southern access.

The purpose of this consultation was to ascertain the NZ Transport Agency's views regarding the revised access strategy in the Agency's capacity as road controlling authority for the State Highway network. Access to the Airport and surrounding development in this area also requires consideration in terms of other local highway upgrade plans, particularly Southern Links and the Waikato Expressway.

The proposed alterations to the Airport's access arrangements require changes to the Waipa District Plan and specifically, the Airport Structure Plan which contains the rules that control what development can occur on the site. The existing roundabout designation is also proposed to be altered. The NZ Transport Agency is a key party to the Plan Change process as the alteration to designation can only be actioned by the NZ Transport Agency as the Requiring Authority. The Plan Change itself is crucial to the Agency's acceptance of the access changes. Therefore, the two processes needed to be aligned.

Plan Change

The existing Airport Structure Plan identifies a new SH21/Airport intersection to the north of the existing terminal entrance (at Lochiel Road) once 8ha of subdivision and development within Stage 1 of the Business Park has taken place.

With the re-focus of the WRAL Group, it was proposed to place the focus on Airport terminal operations, retain a gateway for the Airport from SH21 and provide suitable and safe access to both the Central and Southern Precincts. As such, a dual lane roundabout design has been proposed for the main entrance to the

Terminal and Central Precinct in a location that is just north of the existing terminal access. The roundabout location will provide access from SH21 to the Airport and will also provide access to the opposite go-kart operation, the Hamilton Pistol Club and the Mystery Creek Events site. A secondary roundabout, located within the Airport site, provides access to the Terminal itself, the Hotel and Conference Centre and the Central Precinct.

It was also decided that providing access through the Airport Terminal operations area and across the adjacent gully to the south would be both expensive and disruptive to the function of the Airport. The likely presence of heavy vehicles mixing with Airport traffic on a daily basis at the front of the Terminal building and within public parking areas, resulting from the roading network indicated on the Structure Plan, is at odds with WRAL's mandate to promote and enhance the Airport operations. As such, a new southern access onto State Highway 21 is proposed to serve the Southern Precinct.

Since the Plan Change application was lodged with Council, the Transport Agency have been approached to provide a separate mitigation letter and s176 approval for subdivision and access to the highway for the Southern Precinct (in order to facilitate bulk earthworks and road construction in the coming construction season). The Transport Agency did not oppose this application subject to conditions, as the proposal was in keeping with the Plan Change.

The Plan Change seeks the following:

- Amendments to the existing Structure Plan to restrict the type of activities that can occur in the Southern Precinct.
- Amendments to Zone and Policy Area Planning Maps 3, 17 and 19 as they relate to the indicative roading layout for the Central and Southern Precincts.
- Amendments to the supporting Principles and Rules.
- Inclusion of a new objective and policy for development within the Southern Precinct.

It should be noted that the Plan Change relates to the transport network and land use pattern in the Central and Southern Precincts only and does not affect the Western or Northern Precincts (see attached Structure Plan).

The overall purpose of the Plan Change is to enable the ongoing efficient operation of the Waikato Regional Airport and its associated landholdings. This will be achieved by providing for land use activities and a transport network in the Central and Southern Precincts of Titanium Park that avoids internal conflict with terminal traffic and creates a new gateway to the Airport in a logical central position.

During consultation the Transport Agency has made it clear that its acceptance of the proposed southern access is dependent on strict controls on the types of activities occurring in this part of the site. Specifically, they must be fairly low in terms of their traffic generation. The Plan Change will ensure amendments are made to the Structure Plan to ensure this occurs.

Notice of Requirement

A key component of the Plan Change are amendments to transport infrastructure adjacent to the Airport, in particular SH21 (Airport Road). The following designations will be affected by the proposed changes:

- Designation 43 – existing SH21 (Airport Road) and directly adjoins the Airport's eastern boundary. It allows for the maintenance and improvement of the existing highway.
- Designation 49 - is located just south of Lochiel Road and crosses both TPL land and land in private ownership (Lot 2 DPS 88455). D49 was created to account for the previously identified upgraded entry to the Airport Terminal, the Business Park and the realignment of Lochiel Road.

3

To allow for the upgrade of the main Airport intersection with SH21, as proposed in the Plan Change, an alteration to designation D43 is required. As the intersection and associated realignment of Lochiel Road will no longer be required, Designation D49 is proposed to be uplifted after the confirmation of the proposed alteration to designation D43.

Consultation

Due to the fact that the Plan Change and the NoR are intrinsically linked the applications have been prepared together. A final draft application document was provided to the Transport Agency on the 27 April 2018 and feedback was provided on the 31 May 2018.

The applicant demonstrated that the requested changes had been made to the application documentation, as outlined in Section 15.2 of the application document. As a result of the changes the Transport Agency provided approval as the requiring authority for the Notice of Requirement in September 2018.

The Transport Agency's Submission

The Transport Agency supports proposed Private Plan Change 10 to the Operative Waipa District Plan (WDP) as notified.

The Transport Agency **does not** wish to be heard in support of this submission.

The Transport Agency **does not** wish to present joint evidence.

Signed by Jenni Fitzgerald



Under delegated authority for

The NZ Transport Agency

Date: **19 December 2018**



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1 Submitter details	
Full name of submitter:	NZ NATIONAL FIELDWORK SOCIETY INC & KAIPARA PROMOTIONS
Contact name if different from above:	PETER NATION (CEO)
Contact phone number(s) (mobile optional):	[REDACTED]
Postal address: (required)	[REDACTED]
Email (optional):	[REDACTED]

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2 This is a submission on the following proposed plan change to the Waipa District Plan	
Plan Change Number and Name: (e.g. #1 - Rezoning of 3847 Cambridge Road)	PLAN CHANGE 10 - EASTERN ACCESS TO TITANIUM PARK

3 Trade competition		
Select one	<input type="radio"/> I could <input checked="" type="radio"/> I could not	gain an advantage in trade competition through this submission.
Select one	<input checked="" type="radio"/> I am <input type="radio"/> I am not	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



Please complete the reverse side of this form

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Select one	<input checked="" type="radio"/> I do	wish to be heard (attend and speak at the Council hearing) in support of my submission
	<input type="radio"/> I do not	

If others make a similar submission, I will consider presenting a joint case with them at the hearing. Yes No

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

Select one	<input type="radio"/> I SUPPORT	THE CHANGES PROPOSED TO SECTION 10, SECTION 15 AND THE AMENDMENTS TO THE PLANNING MAPS
	<input type="radio"/> I SUPPORT IN PART	
	<input checked="" type="radio"/> I OPPOSE	


6 My submission is: (please include the reasons for your view)

'PLEASE SEE THE ATTACHED SUBMISSIONS'

7 I seek the following decision/s from Council: (give precise details – e.g. what you would like the wording of a specific provision (or map) to be changed to)

THE SOCIETY SEEKS THAT THE CURRENT PLAN BE RETAINED IN ITS ENTIRETY AND THE COUNCIL RECOMMEND THE RESIGNATION BE WITHDRAWN.

8 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: (or person authorised to sign on behalf of submitter)	 <p>PETER NATION CEO NZ NATIONAL FIREARMS SOCIETY INC.</p> <p>Dated 17/12/2018.</p>
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Submissions must be received by Waipa District Council by 5pm on Wednesday, 19 December 2018

6.1 SUBMISSIONS ON WAIPA DISTRICT COUNCIL PLAN CHANGE 10

7. SUBMISSIONS

7.1 **Executive Summary:**

- 7.1.1 The New Zealand National Fieldays Society Inc owns the property at 2/208 Airport Road, Ohaupo (Record of Title 664318) together with multiple other titles within the Waipa District Council's Mystery Creek Events Zone.
- 7.1.2 The New Zealand National Fieldays Society Inc also wholly owns the company Kaipaki Promotions Limited, which owns the property at 284 Airport Road, Ohaupo (Record of Title 467020).
- 7.1.3 The New Zealand National Fieldays Society Inc and Kaipaki Promotions Limited (together the **Society**) jointly opposes the application by Waikato Regional Airport Limited, Titanium Park Limited and the New Zealand Transport Agency (together the **Applicants**) for a private plan change (**Plan Change**) and for a Notice of Requirement (**NoR**)(together the **Proposal**).
- 7.1.4 The details of the Proposal are contained within the Evaluation and Assessment of Environmental Effects report dated September 2018 (**AEE**). In brief, the Proposal involves a desire by the Applicants to move a designated roundabout on State Highway 21 to change the planned method of access to the Airport and neighbouring properties.
- 7.1.5 The Society opposes the Proposal because it will have significant adverse environmental, social and economic effects on the region, the Society, the Mystery Creek Events Centre and the Mystery Creek Events Zone. In light of the significant adverse effect on the environment the Applicants have not given adequate consideration to alternative sites, routes, or methods of undertaking the work.

7.2 **Background:**

- 7.2.1 The New Zealand National Fieldays Society Inc is an incorporated society and a registered charity and Kaipaki Promotions Limited is a limited company, whose registered offices are situated at 125 Mystery Creek Road, Hamilton NZ.
- 7.2.2 The Society owns and operates the events facility known as the Mystery Creek Events Centre (**MCEC**), comprising approximately 114ha of freehold land and buildings, along with associated event related infrastructure bordering Mystery Creek Road, Airport Road (State Highway 21) and the Waikato River.
- 7.2.3 The Society owns and operates event brands such as Fieldays, Equidays and THE Expo. The MCEC also exhibits other non-owned events of national significance, including the Baptist Easter Camp and Festival One (formally Parachute), which attracts youth from around NZ. It also operates many other events (owned and non-owned) from the MCEC event platform. There are 124 events a year operated at the MCEC.
- 7.2.4 One event alone, Fieldays (held annually in June) attracts approximately 135,000 visitors and is growing. It is reported to contribute \$538,000,000 annually to the NZ economy and \$171,000,000 to the Waikato economy. It is also estimated to contribute to over 2,500 equivalent fulltime jobs.

- 7.2.5 MCEC and its associated surrounding land have a specific Zone in the operative Waipa District Plan, known as the Mystery Creek Events Zone (**MC Zone**). This is the area shaded in yellow on the map attached as Appendix A. The MC Zone borders State Highway 21 in the area that the proposed roundabout is to be built. The MC Zone also includes an agricultural overlay which is adjacent to State Highway 21.
- 7.2.6 The MC Zone exists because the continued operation and further development of MCEC is important for the local and regional economy. The Plan notes that activities on surrounding sites may result in adverse sensitivity effects on the operation and development of activities within the MC Zone.

7.3 **Lack of consultation:**

- 7.3.1 Section 15.4.1 of the AEE sets out the Applicant's view of consultation held with the Society. The Applicant states that the Society noted it had no concerns with the relocation of the proposed roundabout. The Society considers that this is an incorrect representation of what occurred at that meeting.
- 7.3.2 The AEE purports to attach a copy of the meeting minutes. However, the Society has been unable to access these minutes to verify their correctness. These minutes are not included in Appendix N of the AEE as stated. In the absence of this, the Society is unable to raise its specific concerns, but notes it did raise some concerns at the meeting. Regardless, the meeting was the first the Society was presented with the Proposal and no detail was provided prior to the meeting. In addition, there were insufficient details provided in relation to the Proposal at the meeting.
- 7.3.3 At that meeting the Society distinctly recalls an intention express that further consultation would be had with the Society. No further consultation was even attempted.
- 7.3.4 In the Society's view there has not been sufficient consultation, nor has the Society been provided with an adequate opportunity to respond to the Proposal.

7.4 **Grounds for opposition:**

- 7.4.1 The Society opposes the Proposal because its effect will be more than minor and will in fact have significant adverse effects, both environmental, social and economic on the region, the Society, the MCEC and the MC Zone.
- 7.4.2 The adverse environmental, social and economic effects of the Proposal include the harmful transport effects, the hindrance to development and future land use within the MC Zone, as allowed for within the Plan and the interference with established land uses of significant social utility in the area.
- 7.4.3 The significant adverse effects on the Society and MCEC include the effect of the Proposal on the current and future activities of the Society. It is the Society's view that the Proposal will have significant detrimental and adverse reverse sensitivity effects on the current and future operation of MCEC.

- 7.4.4 Furthermore, in light of the significant adverse effect on the environment the Applicants have not given adequate consideration to alternative sites, routes, or methods of undertaking the work.

7.5 Transport Effects:

- 7.5.1 The Proposal will have significant transport effects. This will adversely impact on the region generally and the Society specifically.
- 7.5.2 The AEE, at section 8.3 and Appendix F, concludes that the transport effects of the proposal are considered to be no more than minor. However, the assessment considers only the effect of the proposal on the Applicant's land. It does not adequately take into account traffic effects arising on parties within the district and specifically makes no reference to effects on the Society, MCEC or other neighbouring land owners.
- 7.5.3 The proposal is likely to have significant adverse effects on traffic along State Highway 21. The AEE references the Annual Average Daily Traffic (AADT) for State Highway 21. Not considered by the AEE is the fact that MCEC has 124 events a year. These events generate significant additional traffic on State Highway 21. Given the unique nature of MCEC and the significant variability of traffic caused by events, the AADT is not an adequate frame of reference and does not adequately assess the efficiency and effectiveness of the Proposal.
- 7.5.4 As an illustrative example, the Society's biggest event, Fieldays, runs over four days. During those four days, there are 135,000 visitors, many of which access the MCEC via Gate 0, which is a proposed leg of the new roundabout. In preparation for Fieldays, there is a 45 day "pack in" period where significantly increased volumes of trucks and heavy vehicles bring equipment to the site via State Highway 21, including Gate 0. Following the event, there is also a 30 day pack out, which again has significant volumes of vehicles using State Highway 21, including Gate 0.
- 7.5.5 The increased traffic for Fieldays is significant. It is not confined to a few days, but is in fact over 79 days. Furthermore, there is the possibility that Fieldays could become a five day event in the future. In order to deal with the volume of traffic and comply with the requirements of the Plan, the Society has developed, in conjunction with its partner over the last 20 years, Traffic Management NZ Limited, a comprehensive and highly effective Traffic Management Plan (TMP).
- 7.5.6 The assessment of the effects on the MCEC have not been appropriately considered in the AEE. State Highway 21 borders the MC Zone and Section 9.3.2.3 of the Plan states that one of the policies of the MC Zone is to minimise as far as practicable, adverse traffic and parking effects associated with major events, on the wider amenity values and on the safety and efficiency of the transport network. Specific concerns include, but are not limited to:
- (i) The current road layout includes a significant slip lane, which was paid for by the Society and used as part of its TMP. The slip lane allows the road to be run on event days as a 4 lane road. This allows the increased traffic effects to be significantly ameliorated. This will not be possible with the proposed roundabout layout.

- (ii) The AEE indicates that the roundabout will initially be a one lane roundabout. This will not be able to accommodate event day traffic.

7.5.7 Furthermore, the Applicants have not adequately addressed the potential increased volumes of traffic occurring as a result of:

- (i) the construction of the 'Southern Links' project;
- (ii) the development of Titanium and any increase in use of the Airport;
- (iii) the development of land within the MC Zone as contemplated by the Agricultural Overlay; and
- (iv) the continued development of housing in Cambridge West and the increased use of Mystery Creek Road and State Highway 21 to access Hamilton.

7.5.8 The failure of the AEE to properly consider transport effects also has the potential for significant adverse economic effects, including potential reductions to visitor numbers attending events at MCEC, difficulties of Airport users arriving on time for flights during the 124 event days a year and lost productivity involved with increased traffic delays.

7.5.9 The Society also has concerns that the separation distance from the roundabout to Mystery Creek Road intersection is only 60 metres more than the mandated minimum separation distance under the NZTA planning policy manual requirements. Mystery Creek Road is the main access way for heavy traffic entering MCEC. Slow turning long vehicles and limited separation distance may result in harmful social effects relating to an increased accident rate.

7.6 Society property rights in land in NOR:

7.6.1 The NoR includes a proposal to acquire land owned by the Hamilton Pistol Club Inc at 3/208 Airport Road (Record of Title 664317) and Waikato Regional Airport Limited at 1/208 Airport Road (Record of Title SA49B/338). The Society has an easement over this land that relates to use of the road for Gate 0 to MCEC.

7.6.2 Gate 0 receives significant use during event days as part of TMP. The Society's future plans include a potential increase in the use of this entrance for heavy vehicles. The proposal will adversely affect the ability of the Society to achieve this without significant adverse effects.

7.7 Future development and use:

7.7.1 The policy for the MC Zone includes specific reference to the following specific policy interests:

- (i) Enable the operation and further development of the zone as a major events, exhibitions and recreation area (Section 9.3.1).
- (ii) Enabling limited development within the Agri-Activities Overlay for agricultural or farming research, innovation, education and training activities and tourism activities which complement the Mystery Creek Events Zone (at Section 9.3.3).

- 7.7.2 The current site of the proposed roundabout enables the Society to safely, adequately and appropriately use the land at 284 Airport Road. The Plan contains policy wording allowing other activities such as visitor accommodation and tourism facilities where they are ancillary to the events focus of MC Zone. The proposal will hinder the Society's ability to achieve this objective for the benefit of the region.
- 7.7.3 The Proposal will also hinder the ability of the Society to operate and further develop the MC Zone as a leading events centre in New Zealand. The transport effects hinder the ability to operate current and future events. The location of the roundabout will hinder the ability of the Society to further utilise Gate 0 in the future.
- 7.7.4 The Society have embarked on a long-term Campus Plan strategy. This plan incorporates future planning for Heavy Machinery access through Gate 0 for any event being held at MCEC. The road leading from Gate 0 is capable of carrying large heavy vehicles.
- 7.7.5 The Society is not a direct or indirect trade competitor of the Applicants. Development in the MC Zone and agricultural overlay is not similar to development within the Applicants' land.

7.8 Letter of support:

- 7.8.1 Attached for your reference is a letter received from the Society's partner Traffic Management NZ outlining their concerns with regard to the Proposal, in particular the effects on the current TMP.

7.9 Conclusion:

- 7.9.1 The Proposal will have significant adverse environmental, social and economic effects on the region, the Society, the Mystery Creek Events Centre and the MC Zone. In particular the Proposal will cause significant adverse effects on Transport, development within the MC Zone and the operation of MCEC.
- 7.9.2 In light of the significant adverse effects on the environment the Applicants have not given adequate consideration to alternative sites, routes, or methods of undertaking the work.
- 7.9.3 The Society strongly opposes the Proposal and is disappointed at the haste this plan change has been drafted and notified without proper consultation with a major affected party such as the Society.

Traffic Management NZ

Wednesday, 12 December 2018

Richard Ferdinands
Operations Manager
Mystery Creek

Richard,

Having considered the RAB proposal you sent to us I have summarised the effect to the current Temporary Traffic Management provided at the FieldDays event below.

- There would need to be significant changes to the current Traffic Management Plan for this location of the event
- Our view is that this would involve increased resources as a result. There would be a significant increase in traffic queuing in the area
- Pedestrian and Cycle management would be required with impact on the flow of traffic into the car parking areas
- To effectively allow two lanes of traffic to enter Gate 0 the third outside lane would then have to be contra flowed around the roundabout using an opposing lane. This would have impact on traffic entering and leaving the airport as well as traffic turning right into Gate 0
- From a positive TTM perspective we are always attempting to reduce the amount of TTM equipment on the carriageway however this may not be the case with this proposal

David Johnston
Hamilton Branch Manager

