

**SUBMISSION ON PUBLICLY NOTIFIED PROPOSAL FOR PLAN CHANGE UNDER THE FIRST SCHEDULE  
OF THE RESOURCE MANAGEMENT ACT 1991**

**TO:** HAMILTON CITY COUNCIL

**SUBMITTER:** NIALL BAKER

**SUBMISSION ON:** Plan Change 15: Tainui Group Holdings (TGH) ("**Plan Change 15**").

1. This submission is made in my personal capacity. I could not gain an advantage in trade competition through this submission.

**Scope of submission**

2. This submission relates to Plan Change 15 in its entirety.

**Nature of submission**

3. I welcome the opportunity to provide feedback on Plan Change 15. I have an interest in land to the north of the Plan Change 15 area, in Fairview Downs.
4. I support Plan Change 15, and address the specific matters below.
5. The reasons for this submission are that Plan Change 15:
  - a) will promote sustainable management of resources, and therefore will achieve the purpose and principles of the Resource Management Act 1991 ("**RMA**");
  - b) will meet the reasonably foreseeable needs of future generations;
  - c) enables social, economic and cultural wellbeing;
  - d) Is consistent with purposes and provisions of the RMA and other relevant planning documents including the Operative Hamilton District Plan;
  - e) is appropriate and consistent with the purpose and principles of the RMA; and with appropriate actions can avoid, remedy or mitigate adverse effects on the environment; and
  - f) represents the most appropriate way to achieve the objectives of the Hamilton District Plan, in terms of section 32 of the RMA.

**Specific reasons for submission**

Zoning

6. Without limiting the generality of the above, from an urban form perspective I consider that it would be appropriate for the Plan Change 15 area to be rezoned residential than the current

industrial zoning. Any future industrial land supply should occur to the South where it would be a logical extension of the existing industrial area associated with the Ruakura development.

7. Most of the Tuumata Block is currently zoned Ruakura Industrial Park in the Operative District Plan. The zone provides for industrial uses with an Interface Control Area which applies along the Wairere Drive, Fifth Avenue Extension and the Eastern Transport Corridor (ETC) frontages of the block.
8. I support the rezoning of the Ruakura Industrial Park zoned land at Tuumata with through this Plan Change. The Plan Change will rezone the land from its current industrial zone to General Residential, Open Space and Neighbourhood Centre. I support this.
9. Around the northern and eastern edges of Tuumata Block there is a strip of Ruakura Open Space zoned land. I support the retention of this zoning for stormwater management purposes, visual amenity and to buffer the proposed "Major Arterial Transport Corridor" [extending from the Fifth Ave roundabout] which will run along the southern boundary of the Fairview Downs residential neighbourhood. These will serve as a useful buffer between the existing and proposed residential neighbourhoods from the two new arterials of the Fifth Ave Extension and the ETC.

#### Parks provision

10. The Plan Change should provide sufficient open space and I do not consider there is sufficient information to determine if there is sufficient open space through parks and reserves that would provide sufficient playing space, space to exercise dogs, playgrounds and the like.
11. There is reference to the provision of neighbourhood reserves, green links/pocket parks (and an indicative neighbourhood park is shown on the Structure Plan) but this and the other parks may be too small or insufficient to cater for between 1100-1300 new medium density residential homes for some 3000 people.

#### Urban design

12. I agree with the proposed linkages to key existing walking and cycling facilities adjacent to the site, connecting to the existing Wairere Drive shared path and future facilities proposed on the Spine Road/ETC and Fifth Ave Extension.
13. While I agree with this, I seek that further consideration be given to walking and cycling connections to the existing Fairview Downs neighbourhood and the current Tuumata Rise Development on Powell's Road. This will allow access through to Raymond Park for Tuumata residents, and for Fairview Downs residents to access the shopping facilities within the Tuumata block without using Wairere Drive. Fairview Downs Residents should not have to come out to a bushy aerial road to access the proposed neighbourhood shops and school.
14. Walking and cycling connections should be provided into Northholt/Hendon Road or other suitable locations, with linkages to Northholt Park and the wider Fairview Downs area. This key as the urban design report notes the neighbourhood centre will serve wider catchment, stating:

*“It is important to note that that the Fairview Downs...are poorly serviced by retail, supermarkets and top up food shopping. The proposed neighbourhood centre is helping to support the daily needs of a catchment that extends beyond the site”.*

15. I also agree with the urban design statement that:

*The opportunity currently still exists to better join and integrate Fairview Downs with suburbs of Hamilton East to the south of Ruakura Road using a new local street network. This would result in a better more cohesive neighbourhood structure to the east of Hamilton*

16. I consider further work needs to be done to ensure Tuumata achieves this outcome.

17. It is unclear whether parking is provided for residential housing. Whilst carparking is no longer required due to the National Policy Statement on Urban Development 2020, the Plan Change should consider and clarify any required parking provision as this has implications for transportation modes and access e.g., safe circulation through the site. This is also relevant given the proposed school and supermarket.

#### Heritage / archaeology

18. Further work should be undertaken to confirm the farming history of the area from the late 1800s to early 1900s. I understand that information on the historical land use was presented to the previous hearings on the Ruakura Plan Change, which should be considered as part of this work.

#### Transmission lines

19. As noted in the Plan Change request, the Hamilton-Meremere B (HAM-MER-B) 110 kV Double circuit transmission line traverses the site, running in a north-south alignment. The lines travel north across Fairview Downs and are then placed underground across the Greenhill Park housing estate.
20. The Plan Change request notes Transpower have provided a high-level engineering assessment to provide an initial view on potential cost, timeframe and constraints regarding relocation or undergrounding this line to facilitate the development at Tuumata. It is stated that

*“Transpower advises that there are projects currently underway which would allow the HAM-MER-B 110 kV line to be disconnected in the future. The timeframe of this is indicated to be around 2025-2026; however, the exact timing is contingent on a number of projects being implemented to enable this to occur.*

*Due to the impending plan to disconnect the circuits on the line, Transpower does not see any benefit to undergrounding or repositioning the line section.*

21. There is no written confirmation or advice included from Transpower to verify or confirm this statement. There is reference to a “Concept Assessment - Overhead relocation of HAM-MER-B line” but this is not provided in the plan change documentation.
22. This documentation should be provided as it impacts on development across the proposed Plan Change site and within the Fairview Downs housing area.

## Transportation

23. Development at Tuumata is anticipated to occur over a ten-year period and will be supported by an extension of Fifth Ave across Wairere Drive, connecting to a new Eastern Transport Corridor running through Ruakura to the east. I agree with the proposed rules that ensure the Plan Change is staged in line with provision of arterial roads within Tuumata beyond the initial 430-lot stage and to ensure alignment with the construction/operation of the ETC.
24. As part of the rezoning, Plan Change 15 proposes a range of servicing and connectivity upgrades in order to support the change of land use, including roading linkages to the Eastern Transport Corridor (ETC) together with a roundabout. For Plan Change 15 to be successful, it is critical that any connectivity upgrades efficiently and effectively integrate with the surrounding area including Fairview Downs, which is to the north of the development location.
25. If the Plan Change 15 area is rezoned, I seek that the transport links on Wairere Drive, the ETC and Powell's Road are integrated with land uses to the north, including the suburb of Fairview Downs.
26. Wairere Drive is formed with two traffic lanes in each direction separated by a solid central median. The posted speed limit is 80km/h in the area of the Plan Change. To the north of the proposed Tuumata development is the Wairere Drive/Powells Road traffic signals. Powells Road provides a key access linkage to Fairview Downs.
27. The Integrated Traffic Assessment states:

*Wairere Drive/Powells Road intersection to the north of this roundabout operates with a poor level of service irrespective of the Plan Change, and the Plan Change adds a negligible volume of traffic to it.*

*Reliance on this intersection will reduce when Powells Road is eventually connected east, to the ETC. In the interim, there are options to improve the function of this intersection by removing some lower volume movements.*
28. While this falls outside the specific Plan Change area, any proposal to change the operation of the Wairere Drive/Powell's Road intersection should be fully consulted on with the Fairview Downs Community.
29. There is a need to ensure road users travelling to and from Fairview Downs and their travel routes are not affected, especially as in some cases there is no convenient alternative until the ETC is completed. Any proposal to remove certain turning movements needs to be thoroughly considered. I question whether there are reasonable alternative routes for example via the Carrs Road interchange (which cannot be accessed from Wairere Drive south), or use of Tramway Road to travel south and access the Wairere Drive/Fifth Avenue roundabout, given the increasing demand this roundabout will face with the ETC link and Tuumata block development.
30. Further detail is needed as to if/how Fairview Downs connects with the ETC. It is mentioned that Intersection operation improves in the 2041 scenarios (Scenario 5 and 6) when the eastern end of Powell's Road is connected to the ETC at a roundabout. However, this is not shown on the structure plan or master plan maps provided.

31. The effects (including amenity) on the Fairview Downs community from any increased traffic volumes on Wairere Drive, Fifth Avenue Extension and the ETC needs to be fully assessed and considered.

**Decision sought**

32. I seek that the Council approve Plan Change 15, subject to:

- a) Confirmation by Transpower of the proposal for the Hamilton-Meremere B (HAM-MER-B) 110 kV Double circuit transmission line.
- b) Further consideration to the provision of sufficient park/reserve spaces within Tuumata block with both walking and cycling access provided to link Fairview Downs with Tuumata block.
- c) The walking, cycling and transportation linkages through Tuumata , Wairere Drive, the ETC and Powell's Road are fully connected and integrated with land uses to the north, including the suburb of Fairview Downs.
- d) Any proposed changes to the operation of the Wairere Drive/Powell's Road intersection should be fully consulted on with the Fairview Downs Community.
- e) The appropriate integration of any connectivity and servicing upgrades to the surrounding area, in particular to the Fairview Downs suburb.

33. I wish to be heard in support of this submission.

34. If others make a similar submission, I would consider presenting a joint case with them at any hearing.

Signature:



Niall Baker

**Dated:**

17 May 2023.

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