

Submission on a Notified Resource Consent Application

Resource Management Act 1991

OFFICE USE ONLY

File No: 10.2018.9053.001

Submission No: 61

Submitter's Details

Full name:

Jayne Hartstone

Address:

144 Salford Cres

Postal code:

3216

Name of agent:
(if any)

Address for service:
(if different from above)

Work Phone:

Mobile:

021 050 9814

Home Phone:

Fax:

Email:

jayne.madeira@gmail.com

Submission Details

I/we ☐ support parts or all of ☒ oppose parts or all of ☐ in neutral to parts or all of
(tick as many as relevant)

the ☒ resource consent ☐ change or cancellation of a condition of an existing resource consent
(tick one)

on the application made by (name of applicant):

to (describe the proposal):

Peacocks Subdivision

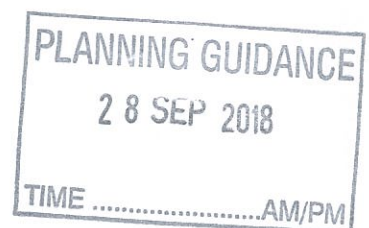
at (address of proposal):

Planning Guidance

Hamilton City Council
Phone: 07 838 6699

Questions?

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weekdays 8am – 4.45pm Email: planning.guidance@hcc.govt.nz



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or post to:

Planning Guidance Manager

Planning Guidance Unit
Hamilton City Council
Private Bag 3010
Hamilton 3240

Remember to:

- ☐ Attach all supporting documents
- ☐ Serve a copy of your submission to the applicant at their address of service

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Sarah Blanchett

From: Rae Thomas-Hartstone <rae.thomas.hartstone@gmail.com>
Sent: Tuesday, 25 September 2018 11:35
To: Planning Guidance Customer Enquiry; Riverlea Environment Society
Subject: Amberfield. Peacocke subdivision

I am wanting to place a submission on the development proposed opposite Riverlea.

This submission is in response to the developers resource consent application.

I am very concerned about the impact such close development will cause to our 200 year old Hammond Bush.

Hammond Bush is unique to Hamilton which must be protected. Long tailed bats will be threatened from Amberfields light spill and could disappear unless provision is made. They are already a critically endangered species.

The area also supports many native birds and invertebrates which have to be protected.

I advocate for a substantial forested riverside reserve across the river from Hammond Park that would stretch from the bottom end of Malcolm Street to opposite the mouth of the Mangaonua River.

Rae Hartstone
14A Balfour Cres
Riverlea
Hamilton

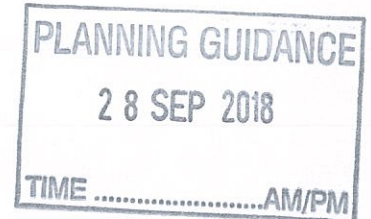
027 227 9692



28/09/2018

File ref: LA021

Hamilton City Council
Private Bag 3010
Hamilton 3240
New Zealand



Dear Sir/Madam

SUBMISSION OF HERITAGE NEW ZEALAND POUHERE TAONGA TO THE NOTIFIED LAND USE AND SUBDIVISION CONSENT BY WESTON LEA LIMITED FOR THE AMBERFIELD SUBDIVISION AT 377-461 PEACOCKES ROAD, HAMILTON.

The proposal seeks to develop approximately 105 hectares of land adjoining the western bank of the Waikato River, in addition there are two large lots proposed adjacent to Peacockes Road to be developed in the future for a mixed use residential/commercial centre (development of these lots is not part of current applications). Earthworks and three waters infrastructure are required to enable the development and a number of open space areas are included in the applications.

TO: HAMILTON CITY COUNCIL

FROM: HERITAGE NEW ZEALAND POUHERE TAONGA

1. This is a submission on the notified land use and subdivision consent for Amberfield subdivision at 377-461 Peacockes Road, Hamilton

2.

The proposal seeks to:

- Develop approximately 105 hectares of land adjoining the western bank of the Waikato River in Peacocke, Hamilton for residential development and associated subdivision, and
- Provide for 862 dwellings on individual certificates of title, and
- Include two large lots proposed adjacent to Peacockes Road to be developed in the future for a mixed use residential/commercial centre (development of these lots is not part of current applications), and
- Undertake earthworks, new roading, cycleways, walkways, additional planting within a retained esplanade, and install three waters infrastructure to enable the development, and
- Include a number of open space areas, including an heritage reserve, and
- Destroy NZAA recorded archaeological sites-S14/64, S14/176 - this site is also included in the HCC DP as a Group 2 Significant Archaeological, Historic and Cultural site-100-Borrow Pits), S14/224, S14/318, S14/319, and S14/475-S14/488.

3. Heritage New Zealand could not gain an advantage in trade competition through this submission.

4. The specific provisions of the proposal that Heritage New Zealand's submission relates to are:

That the proposal will result in earthworks, that will destroy numerous recorded archaeological sites and also potentially could destroy unrecorded archaeological sites.

5. Heritage New Zealand's submission is:

The proposed activity will have an adverse effect on historic heritage, in particular archaeological sites both recorded and unrecorded. Heritage New Zealand Pouhere Taonga (Heritage New Zealand) supports the proposed activities subject to the proposed heritage reserve remaining part of the proposal and the appropriate ongoing management of historic heritage, in particular archaeology.

6. The reasons for Heritage New Zealand's position are as follows:

Heritage New Zealand is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 for the identification, protection, preservation and conservation of New Zealand's historical and cultural heritage. Heritage New Zealand is New Zealand's lead historic heritage agency. The Heritage New Zealand Pouhere Taonga Act 2014 protects both recorded and unrecorded archaeology.

The Resource Management Act requires that the protection of historic heritage should be *recognised and provided for* as a Matter of National Importance (Section 6(f)).

Heritage New Zealand has reviewed the resource consent application in particular;

- the Assessment of Effects, and
- the Archaeological Assessment by W Gumbley Ltd, Entitled Amberfield-Assessment of Archaeological Values and Effects, Prepared for Warren Gumbley & Mana Laumea, dated April 2018, and
- Addendum: Amberfield-Assessment of Archaeological Values and Effects, by Warren Gumbley & Mana Laumea dated 23/07/2018, and
- the cultural Impact Assessment prepared for Weston Lea Ltd, dated 10 May 2018 by Boffa Miskell.

The archaeological assessment confirms that the site is part of a wider, archaeological landscape, confirms the presence of NZAA recorded archaeology on the site, including new sites as part of investigations related to this proposal and advises of the likelihood of additional unrecorded archaeology in the vicinity of the recorded sites.

The proposal will destroy S14/64, S14/176 - this site is also included in the HCC DP as a Group 2 Significant Archaeological, Historic and Cultural site-100-Borrow Pits), S14/224, S14/318, S14/319, and S14/475-S14/488. At the time of writing, a Heritage New Zealand archaeological authority relating to the destruction of these sites is in the process of being assessed. The archaeological assessment advises that the mitigation proposed for the destruction of these sites within the archaeological authority is the level of information that will be gained through the investigation processes outlined as part of the archaeological authority.

The destruction of the archaeological and cultural places as part of the proposed works is discussed within the resource consent application as having a more than minor effect. The mitigation methods proposed "in particular the proposal for the heritage reserve are designed to off

set/mitigate this effect" (AEE pg. 55). The heritage reserve, which will include a recorded archaeological site "will maintain an area of unmodified topography which also expresses the cultural history of the site as an agricultural landscape" (AEEpg.44).

For the mitigation to be considered commensurate to the destruction of such a large number of archaeological and cultural sites, Heritage New Zealand considers that the site to be retained must be significant. If the site alone is not considered to be sufficiently significant consideration needs to be given to the avoidance of additional archaeological and cultural sites within this recognised archaeological landscape.

In addition, mitigation must include interpretation within the development and the heritage reserve relating to the historic heritage importance of these archaeological and cultural places (both retained and destroyed). Consideration must also be given to the context of these sites within Hamilton City and the wider Waikato Region.

7. Heritage New Zealand seeks the following decision from the local authority:

Heritage New Zealand **seeks** that the site to be retained within the heritage reserve as mitigation for the destruction of archaeological and cultural places is assessed against the criteria of the Waikato Regional Council Policy Statement Table 10.1 and deemed to be significant. In the event that the site to be protected within the proposed reserve is not be deemed to be significant, consideration must be given additional onsite mitigation in the form of the retention of other significant archaeological sites.

Heritage New Zealand **seeks** that a Reserve Management Plan is developed using ICOMOS Charter NZ 2010 principles. Development of this reserve management plan should occur in consultation with Heritage New Zealand.

Heritage New Zealand **seeks** that an Historic Heritage Interpretation Strategy is developed for the heritage reserve and the larger Amberfield subdivision. The strategy needs to give consideration to how information can be disseminated beyond the site to contribute to the understanding of the history of Hamilton and the Waikato region as a whole.

Heritage New Zealand **seeks** in the event that the application is approved that an advice note is included advising of the need for an archaeological authority in the event of works on an archaeological site within the Heritage Reserve including but not limited to the installation of interpretation, signage and pou.

8. Heritage New Zealand wishes to be heard in support of our submission.

Yours sincerely

A handwritten signature in black ink, appearing to read 'P.P. [Signature]', with a horizontal line extending to the right.

Sherry Reynolds
Director-Northern
Address for Service
Heritage New Zealand Pouhere Taonga
Lower Northern Area Office
P O Box 13339
Tauranga
3141
Telephone: 07 577 4530
Email: plannerln@heritage.org.nz

Contact person: Carolyn McAlley

Sarah Blanchett

From: Carolyn McAlley <CMcAlley@heritage.org.nz>
Sent: Friday, 28 September 2018 13:23
To: Planning Guidance Customer Enquiry
Subject: Submission of Heritage New Zealand to the Amberfield Landuse and Subdivision Application.
Attachments: Submission of Heritage New Zealand to the Application by Weston Lea Limited for the Amberfield Subdivision and Land Use Consent.pdf

Kia ora

Please find attached the submission of Heritage New Zealand to the above application. Please let me know if you have any queries regarding this submission. A hard copy will be placed in today's post.

Nga mihi

Carolyn



**KIA KAHA
TE REO MĀORI**

TE WIKI O TE REO MĀORI
10-16 MAHURU 2018

Carolyn McAlley | Senior Planner | Heritage New Zealand Pouhere Taonga
| P O Box 13339 Tauranga 3141 | Ph: (64 07) 577 4530 | DDI: 577 4535 |
Visit www.heritage.org.nz and learn more about New Zealand's heritage places

Tairangahia a tua whakarere; Tatakihia nga reanga o amuri ake nei – Honouring the past; Inspiring the future

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Sarah Blanchett

From: Carolyn McAlley <CMcAlley@heritage.org.nz>
Sent: Thursday, 4 October 2018 08:45
To: Sarah Blanchett
Subject: RE: Submission of Heritage New Zealand to the Amberfield Landuse and Subdivision Application.

Hello Sarah

Our apologies for the omissions in this submission. In answer to your queries below:

- Heritage New Zealand supports parts of the application, and,
- If others make a similar submission Heritage New Zealand would consider presenting a joint case with them at a hearing.

Kind regards

Carolyn

From: Sarah Blanchett [mailto:Sarah.Blanchett@hcc.govt.nz]
Sent: Tuesday, 2 October 2018 5:00 p.m.
To: Carolyn McAlley
Subject: FW: Submission of Heritage New Zealand to the Amberfield Landuse and Subdivision Application.

Hi Carolyn,

Thank you for your email and attached submission.

- Please confirm which submission type/s are relevant to your submission:

I **Support** parts of or all of

and/or

I **Oppose** parts of or all of

and/or

I am **In Neutral** to parts of or all of

- If others make a similar submission you will consider presenting a joint case with them at a hearing?

Thank you.

Kind regards,

Sarah Blanchett
 Administration Support Officer | Planning Guidance

Submission on a Notified Resource Consent Application

Resource Management Act 1991

OFFICE USE ONLY

File No: 10.2018.9853.001

Submission No: 63

Submitter's Details

Full name:	Waipa District Council		
Address:	101 Bank St Te Awamutu	Postal code:	3840
Name of agent: <i>(if any)</i>	Bryan Hudson, Road Corridor Manager		
Address for service: <i>(if different from above)</i>	Private Bag 2402 Te Awamutu		
Work Phone:	07 872 0083	Mobile:	027 204 1470
Home Phone:		Fax:	
Email:	bryan.hudson@waipadc.govt.nz		

Submission Details

I/we ☒ **support** parts or all of ☐ **oppose** parts or all of ☐ in **neutral** to parts or all of
(tick as many as relevant)

the ☒ resource consent ☐ change or cancellation of a condition of an existing resource consent
(tick one)

on the application made by (name of applicant):

Weston Lea Ltd

to (describe the proposal):

Amberfield Subdivision

at (address of proposal):

Peacocks Road

PLANNING GUIDANCE
28 SEP 2018
TIMEAM/PM

Planning Guidance

Hamilton City Council
Phone: 07 838 6699

Questions?

For general planning guidance enquiries, contact the duty planner
weekdays 8am – 4.45pm Email: planning.guidance@hcc.govt.nz

1. The particular parts of the application I support/oppose/in neutral to (delete as many as relevant) are:

We provide conditional support for the Amberfield subdivision and land development proposal.

2. The reasons for my submission are:

We understand that this subdivision forms part of the larger Peacockes area housing development. The Peacockes area relies on new road links and intersections to be built over the next 5-10 years by Hamilton City Council to manage the additional traffic.

Waipa District Council is keen to see that road safety on SH3 is maintained during and after the development and in particular effects are managed at the SH3-Dixon Road and Raynes Road intersections which are already under some pressure at peak times. We understand that the development will create extra traffic through these intersections including heavy vehicles involved in subdivision and residential construction. We would like to be assured that Hamilton City and the NZ Transport Agency as road controlling authorities have a good understanding of likely effects and safety mitigations can be implemented at the appropriate time.

In addition we understand that at different times high volumes of construction materials are very likely to be trucked in from the south along SH3 and Peacockes Road. We are keen to see that this truck traffic does not rat-run through Waipa District local roads such as Raynes Road where they will damage light duty pavements and cause nuisance to residents.

3. The decision I wish the Council to make is (include any conditions of a general nature):

That Hamilton City approve the Amberfield subdivision.

Council acknowledge in the decision and conditions the need to monitor impacts of increased traffic on SH3 and key intersections at Dixon Road and Raynes Road and be ready with mitigations to ensure road safety is maintained.

Require a construction management plan that controls routes for transport of construction materials to prevent damage to local roads and nuisance or safety issues arising for local residents. Raynes Road in Waipa District is one such road that should not be used as a transport route.

I wish to be heard in support of my submission: *(If not ticked, Council will assume 'NO')* ☒ Yes ☐ No

If others make a similar submission I/we will consider presenting a joint case with them at a hearing: ☒ Yes ☐ No

I have attached additional information in support of my submission: ☐ Yes ☒ No

Signature of submitter:

Date: 28 Sept 2018

Signature is not required if you are making a submission by email

- **The closing date for serving a submission on Hamilton City Council is the 20th working day after notification date.**
- **A copy of your submission must be served by you (the submitter) to the applicant at their address of service as soon as reasonably practicable after serving your submission to Hamilton City Council.**
- **For more information on making a submission please refer to the website: www.mfe.govt.nz**

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Sarah Blanchett

From: Bryan Hudson <Bryan.Hudson@waipadc.govt.nz>
Sent: Friday, 28 September 2018 13:45
To: Planning Guidance Customer Enquiry; 'dave@merestone.co.nz'
Subject: Waipa District Council submission to Weston Lea Ltd Amberfield Subdivision Consent Application
Attachments: Adare - Submission Form From Waipa District Council.pdf

Dear Sir / Madam

Please find attached our submission.
Regards

.....
Bryan Hudson Roding Corridor Manager WAIPA DISTRICT COUNCIL
Bryan.hudson@waipadc.govt.nz | www.waipadc.govt.nz
DDI: 07 872 0083 | FAX: 07 872 0033 | MOB: 027 204 1470

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Submission on a Notified Resource Consent Application

Resource Management Act 1991

OFFICE USE ONLY

File No: 10.2018.9853.001

Submission No: 64

Submitter's Details

Full name:

Glen Robert Sullivan

Address:

49 Malcolm St, Riverlea

Postal code: 3216

Name of agent:
(if any)

1/4

Address for service:
(if different from above)

Work Phone:

07 838 7233

Mobile: 021 2496349

Home Phone:

—

Fax:

—

Email:

gjsullivan@xtra.co.nz

Submission Details

I/we ☐ support parts or all of ☒ oppose parts or all of ☐ in neutral to parts or all of
(tick as many as relevant)

the ☒ resource consent ☐ change or cancellation of a condition of an existing resource consent
(tick one)

on the application made by (name of applicant):

Weston Lea Limited

to (describe the proposal):

Amberfield Development

at (address of proposal):

377 - 461 Peacockes Road.

PLANNING GUIDANCE
28 SEP 2018
TIMEAM/PM

Planning Guidance

Hamilton City Council
Phone: 07 838 6699

Questions?

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1. The particular parts of the application I support/oppose/in neutral to (delete as many as relevant) are:

please refer the attached submission.

2. The reasons for my submission are:

As above

3. The decision I wish the Council to make is (include any conditions of a general nature):

As above

I wish to be heard in support of my submission: (If not ticked, Council will assume 'NO')

☒ Yes

☐ No

If others make a similar submission I/we will consider presenting a joint case with them at a hearing:

☐ Yes

☒ No

I have attached additional information in support of my submission:

☒ Yes

☐ No

Signature of submitter:

[Handwritten Signature]

Date:

27/9/2018

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Planning and Guidance Unit
Hamilton City Council
Private Bag 3010
Hamilton 3240

RE: Submission on a Notified Resource Consent Application – Weston Lea Ltd 377-461 Peacockes Road.

Thank you for the opportunity to put forward a submission.

While generally supportive of the proposed Amberfield development we are opposed to some aspects.

We support the submission of the Riverlea Environmental Society, in particular their aim to improve the native bat habitat and encourage the HCC to consider this important aspect when setting conditions on the development.

Separately we make our own submission here relating to our property at 49 Malcolm Street, Riverlea, Hamilton 3216.

Question One: The particular parts of the application that I oppose are;

The impact on visual effects of the development at the North end of Amberfield

And;

The impact on visual, noise and amenity effects of a road immediately opposite the river from our property.

We live at 49 Malcolm st, Riverlea. We are in Sub catchment i. The suburban residential catchment of Riverlea in Hamilton City to the north across the Waikato River from Amberfield.

Question Two: The reasons for my submission are:

As a neighbour across the river the Amberfeild development Amberfeild could, under the current proposal, have a significant impact on the way that we live. As detailed below the visual effects have an impact on every room of our house bar two, and significant impacts on our privacy and enjoyment of an extensive outdoor area that faces Amberfeild.

Visual effects of the development at the North end of Amberfield

I disagree with the conclusion in the document *Boffa Miskell Ltd, Amberfield S92 Response Landscape / Visual Effects / Open Space. 17 August 2018 page 4* that states that the Amberfield development will result in "low adverse visual effects".

Rather the effects on our property are "High" as defined in *Appendix 1, Boffa Miskell Ltd, Amberfield Subdivision Resource Consent Application, Assessment of Landscape and Visual Effects. 14 May 2018*

We have extensive views of the area that will be at the Northern end of Amberfield. We will see road traffic, street lighting, car lights, house frontage (assumedly multilevel) and be exposed to construction effects such as noise, dust and the like.

Addressing the basis of the "low adverse visual effects";

<i>The physical separation of these properties across the river corridor and the open space qualities of that separation including in some places retained views to the river corridor. Where these presently exist, they will not be impacted by the proposed development which forms the background to such views.</i>	These views of the river are impacted. While Amberfield does form the background of the river view, the existing open rural landscape background to the river view is significantly changed. A view is a holistic notion not a set of independent parts.
<i>The retention of all existing vegetation along the eastern boundary of the Amberfield site adjacent to the Waikato River</i>	The existing vegetation does essentially nothing to reduce the impact of Amberfield on our views. This vegetation is not sufficiently high to hide the Amberfield development in any material way.
<i>The generally upper level nature of the available views of the site meaning that the change to the landscape and context and visual character of these existing properties will only be affected in some views from parts of each property.</i>	This is absolutely not the case. We have extensive lines of sight to Amberfield from every river facing room in the house (downstairs and upstairs) as well as all areas of lawn and multiple openings that lead onto outdoor decking used extensively for family living and entertainment. We would have direct line of site views to the river side road and houses at the northern end of Amberfield. We would have unobstructed views of houses, roads and the like. Due to the layout of our house only the bathroom and one bedroom would not be affected by the current Amberfield proposal. Please refer to the three pictures that show typical views from the downstairs (kitchen), decking area, and lawn.

Boffa Miskell Ltd, Amberfield S92 Response Landscape / Visual Effects / Open Space.17 August 2018 page 4

The changes to the visual effect on our property would be major for these and other reasons. The key attributes and characteristics that make up the whole of the view (in the context of a park, river, rural setting) as seen from all materially important points of the river side of our home, are majorly impacted. This would effect the way that we currently live.

As such we do not accept that there are "low adverse visual effects" from the Amberfield development for our property. Rather there are "**High**" visual effects on our property.



Kitchen View



Deck View



Lawn View

Visual, noise and amenity effects of a road immediately opposite the river from our property.

The current Amberfield proposal includes a road between the Northern end houses and the Waikato river. This road is directly opposite our property and largely at a similar elevation to our house with no real barriers to noise, car lights, street lights or visual effects. It is very likely that car headlights will shine directly onto our property under the current proposal. This is an area of our house with wide openings, extensive outdoor decks, a lawn all of which are used frequently for family and entertaining (including after dark). Also two bedrooms face this direction and the effects of headlights will be significant.

There has been no indication to date that a road would be installed facing our property.

It is also noted that the intention for such change was signalled at the time of the plan change for the Peacocke Structure Plan and the future urban nature of this part of southern Hamilton.

At no time has there been indication, through the Peacocke Structure Plan, to propose a riverside road at the Northern end of Amberfield. It is disingenuous of the developer to claim that residents have been made aware of this. As below a cycle way has been indicated – not a road.

Figure 2-1: Peacocke Structure Plan – Land Use



Our expectation of the Amberfield development is for the development to be largely in line with other riverside suburbs in Hamilton. That includes that houses face the river without riverside roads.

The impact on the overall amenity value of our house due to the road is **“very high”** due to the above and other reasons. We could not allow for the impact of the road at the purchase time of our property as we were not aware of a road proposal and did not have a reasonable expectation that a road would be built between the Northern houses and the river side.

As such we believe the effects of the riverside road should be reduced to **“very minor”**.

Question Three: The decision I wish the Council to make is;

Require that the Northern end of Amberfield;

1. Streets and houses be pushed south to enable extensive parks and planting to block the effects of the road and significantly break up the visual effects of houses facing the river.
2. Remove the river side road all together, and have only houses facing the river, again giving space for parks and planting to significantly break up the visual effects of houses facing the river.
3. Some combination of 1 and 2.

In my view parks and planting may only require an additional 30 – 50 meters of river frontage planting. This would also make the Amberfield side of the river largely consistent with the depth and extent of planting in the Hammond park surrounds immediately opposite Amberfield across the river.

In any case the effect should be to reduce the visual effects to “low adverse visual effects” and to reduce all road effects to “very low”

END

Sarah Blanchett

From: Glenn Sullivan (Electrical Engineer) <Glenn.Sullivan2@fonterra.com>
Sent: Friday, 28 September 2018 14:16
To: Planning Guidance Customer Enquiry
Cc: dave@merestone.co.nz
Subject: Weston Lea Ltd Resource consent submission
Attachments: HCC Submission - G Sullivan (Amberfield development).pdf

Hello

Thank you for the opportunity to make a submission on the Weston lea Ltd proposed Amberfield development.

Regards

Glenn Sullivan
0212496349

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Submission on a Notified Resource Consent Application

Resource Management Act 1991

OFFICE USE ONLY

File No: 10.2018.9853.001

Submission No: 65

Submitter's Details

Full name: Open Spaces and Facilities Unit and Strategic Infrastructure Unit within Hamilton City Council

Address: Private Bag 3010, Hamilton Postal code: 3200

Name of agent:
(if any)

Address for service:
(if different from above)

Work Phone: 07 838 6699 Mobile:

Home Phone: Fax:

Email: Chris.Allen@hcc.govt.nz

Submission Details

I/we ☒ support parts or all of ☒ oppose parts or all of ☐ in neutral to parts or all of
(tick as many as relevant)

the ☒ resource consent ☐ change or cancellation of a condition of an existing resource consent
(tick one)

on the application made by (name of applicant):

Weston Lea Ltd

to (describe the proposal):

Subdivide and develop land for urban purposes

at (address of proposal):

Peacocke, Hamilton

PLANNING GUIDANCE
28 SEP 2018
TIMEAM/PM

Planning Guidance

Hamilton City Council
Phone: 07 838 6699

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1. The particular parts of the application I support/oppose/in neutral to (delete as many as relevant) are:

See attached Submission

2. The reasons for my submission are:

See attached Submission

3. The decision I wish the Council to make is (include any conditions of a general nature):

To approve the application subject to making the amendments sought in this submission, or otherwise decline those aspects of the application which are inconsistent with this submission.

I wish to be heard in support of my submission: (If not ticked, Council will assume 'NO') ☒ Yes ☐ No

If others make a similar submission I/we will consider presenting a joint case with them at a hearing: ☒ Yes ☐ No

I have attached additional information in support of my submission: ☒ Yes ☐ No

Signature of submitter:



Date:

28/9/18

Signature is not required if you are making a submission by email

- The closing date for serving a submission on Hamilton City Council is the 20th working day after notification date.
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Send

Email this form and supporting documents to planning.guidance@hcc.govt.nz, or drop into the duty planner at the ground floor at Municipal Building, Garden Place between 8am-4.45pm Monday to Friday.

or post to:

Planning Guidance Manager

Planning Guidance Unit
Hamilton City Council
Private Bag 3010
Hamilton 3240

Remember to:

- ☒ Attach all supporting documents
- ☒ Serve a copy of your submission to the applicant at their address of service

ATTACHMENT A

Draft 1 Submission on behalf of the *Open Spaces and Facilities Unit* and *Strategic Infrastructure Unit* within Hamilton City Council

Section 1

Introduction

1. The *Open Spaces and Facilities Unit* and *Strategic Infrastructure (3 waters and transport) Units* within Hamilton City Council (Submitter) is generally supportive of the application by Weston Lea Ltd for subdivision and land use consents (proposal).
2. As the first significant urbanisation project for the Peacockes Growth Cell (Peacockes) the proposal is the first opportunity for Council to “get it right” in terms of the provision of long term strategic infrastructure within Peacockes. Council expects to work in collaboration with developers like Weston Lea Ltd to ensure that as subdivision and development occurs, Council’s long term strategic infrastructure objectives are delivered in a manner which integrates with the development.
3. To date Council has worked collaboratively with Weston Lea Ltd to address these infrastructure requirements and Council anticipates entering into a Private Development Agreement (PDA) with Weston Lea Ltd which will reflect an agreed approach. Due to timing constraints the parties have not yet entered into a PDA.
4. Pending the PDA however, it is important for Council to establish its position in respect of these infrastructure matters, so that if agreement cannot be reached before the hearing and be reflected in an agreed approach adopted by Weston Lea Ltd, Council has preserved the opportunity to address the commissioner and fully present its position by way of a formal submission.
5. This submission is in addition to any materials presented to the commissioner by way of the s42A report.

Section 2

Open Spaces and Facilities Unit

Support in part

6. Generally supportive of proposed open space network as outlined in the ‘Amberfield Open Space Framework’ and supporting information provided as part of the application, including additional information provided under s92 RMA.
7. The total and individual reserve areas and functionality of proposed open space (with the exception of: the active recreation reserve which is indicatively located within the subject site, and; sections of the Waikato River esplanade reserve where the proposed width may not be wide enough to accommodate the intended multiple functions of an esplanade reserve as guided by the RMA, and any environmental mitigation required as part of the

proposal) responds to the open space direction provided in the Peacocke Structure Plan and is adequate to meet the open space recreational and amenity needs of the community. Council does however seek assurance that these open space networks also provide for the ecological demands of the local environment, including bat habitat.

8. The submitter accepts the proposed open space network on the basis that all land vesting in HCC as reserve (with the exception of the 7ha active recreation reserve) is vested in a developed state as proposed in the application, at no cost to HCC.

Oppose in part

9. **This submission opposes the parts of the application that maintain that the proposal provides for the sport and recreation needs of the development area, and the future Peacocke community.**
10. The active recreation reserve which is intended to provide for organised sports and community facilities is currently not provided for in the application nor intended to be vested in Council as part of the consent application, and this submission requests that the active recreation reserve is provided for and vested as part of the application.
11. The submitter acknowledges that compensation for the purchase of the active recreation reserve will be required and that this process sits outside of this consenting process.

Justification of provision – land area/capacity

12. The Peacocke Structure Plan Area (Structure Plan) provides for two active recreation reserves to serve the wider Peacocke area.
13. During initial consultation between HCC and consultants acting on behalf of Weston Lea Ltd, HCC staff requested that a minimum 7ha park was required in the general location identified in the Structure Plan.
14. The 7ha land requirement was informed by HCC's draft Open Space Provision Policy, with current level of provision across the city used to project field demand based on the projected population of Peacocke.
15. The 7ha park requirement is on the basis that the second sports park located in the northern indicative location on the Structure Plan is to be the larger of the two (minimum 10ha).
16. The anticipated function of the park is to provide for sports fields and facilities, and as a larger park to provide for community facilities and events.

Justification for the specific location

17. *Peacocke Structure Plan Landscape and Urban Design Assessment* prepared by Boffa Miskell for Hamilton City Council (June 2006) section 12 page 32 identified slopes less than 2 degrees of a minimum 5 ha. This assessment informed the two optimal locations for sports parks identified in the Structure Plan.
18. HCC have undertaken a sports park location options assessment which considered the topography and anticipated infrastructure and roading network. This exercise concluded that the two indicative active recreation reserves identified in the existing Structure Plan are the most logical and feasible.
19. These two locations ensure an appropriate distribution across the Peacocke area, particularly from a walkability perspective.

Relief sought

20. If consent is granted, it only be granted if the proposal is amended to provide for the 7ha active recreation reserve at the location indicated on the structure plan, by removing the current subdivision and residential land uses from that area as depicted in the proposal and replacing it with an open space. The overall subdivision will need to be reconfigured to provide for this essential structure plan requirement.
21. If consent is granted, it only be granted if the proposal provides a Waikato River esplanade that provides for all of the intended multiple functions of an esplanade reserve as outlined in the RMA, and any environmental mitigation required as part of the proposal.

Section 3

Strategic Infrastructure Unit (3 Waters and Transport) General

22. HCC has invested significant effort to develop a comprehensive business case for the necessary strategic infrastructure required to support full development in the Peacocke growth cell. The Business Case has been approved by Council, NZTA and MBIE. A funding agreement is in place between HCC and NZTA and, HCC and MBIE for the strategic infrastructure identified in the Business Case. The funding agreement includes high level expected timing for the strategic infrastructure commencing on 30 June 2018 over about a 5 year period. The design contract for the new bridge across the Waikato river was awarded in early September 2018 and a design contract for the design of the strategic wastewater is expected early October 2018. Construction activity is expected to commence within the next 18-24 months.
23. On this basis, HCC now has funding certainty for the strategic transport, wastewater and water infrastructure necessary to urbanise Peacockes. It is critical however that Council's rollout of strategic infrastructure not be compromised by private development, but instead be integrated with that development to ensure maximum efficiency and overall community benefit.

Water

24. HCC requires all developer provided water mains be sized to service the full intended catchment. HCC expects a PDA be entered into with the developer to cost share any increase in capacity.

Stormwater

25. HCC requires all developer provided stormwater devices be sized to service the full intended catchment. HCC expects a PDA be entered into with the developer to cost share any increase in capacity.

Wastewater

26. HCC supports the developers' proposal to convey wastewater from the development to the eastern wastewater network in the Wairere Drive / Crosby Road area. The proposal to

service the Peacockes area via a pumped discharge to the eastern network is consistent with HCC strategic wastewater infrastructure plans.

27. To align with HCC strategic wastewater infrastructure plans, HCC requires all Peacocke wastewater to be conveyed via the eastern wastewater network and connect with the existing network in the Wairere Drive / Crosby Road area.
28. For the section of wastewater rising main required by the developer commencing at a point immediately north of the Waikato River and extending through to the Wairere Dr / Crosby Rd area, HCC requires the developer to upsize the pipe to align with the size and number of pipes that HCC intends to provide to service development of the Peacocke growth area and flow diverted from the parts of the catchment currently draining to the western network. HCC expects a PDA be entered into with the developer to detail the cost share associated with any increase in pipe size and number.
29. For the section of wastewater rising main required by the developer from proposed pump station 4, under the River to the pipeline immediately north of the River, HCC requires the developer vest the infrastructure with public access (for maintenance and servicing) at the point in time that the first residential lot that utilises the pump station is created. In addition, at the point in time when the HCC strategic wastewater transfer pump station is operational, HCC expects the developer to decommission the rising main between the proposed pump station 4, under the River to the pipeline immediately north of the River and connect the developer provided pumpstation(s) to the HCC strategic transfer pumpstation. Also, the developer proposes that the wastewater pipe be located within part of the Southern Links designation. HCC as requiring authority will seek assurances from both the developer and HCC appointed advisors/designers that the wastewater pipe under the river does not compromise, increase the cost of, or create construction difficulty for the new River bridge and other works.
30. HCC do not support a wastewater discharge from the development to the western wastewater network based on capacity constraints and network overflow risks. The viability of utilising significant storage (3,000m³) within the development and discharging to the western wastewater network in a controlled manner to manage peak flows and western network capacity constraints has not been demonstrated.
31. The western wastewater network currently has considerable capacity constraints, particularly under wet weather conditions. The capacity constraints are shown by the HCC wastewater network modelling results and are observed by our network operators and asset managers. The observations include network overflows under wet weather conditions and full or near full wastewater pipelines under both wet and dry weather conditions.
32. The western wastewater system services a range of existing land uses including major industry for which there is no available alternative strategic wastewater network. Currently, wastewater discharge to the western network from one major industrial operator is controlled by the available network capacity. The industrial operator is required to store wastewater on-site when capacity is not available. Further growth and development is anticipated in the area serviced by the western wastewater system. The capacity remaining

in the western network should be retained for the land it is planned to service (which excludes the Development).

33. To alleviate these existing capacity constraints, reduce network overflows and cater for anticipated growth in the catchment served by the western network, HCC have budgeted for significant network upgrades of the western network. These upgrade works have not been designed to service the development area.
34. In fact, to further relieve the pressure on the western wastewater network HCC strategic wastewater infrastructure plans includes diverting a significant catchment away from the western network and into the large transfer pump station planned to service the Peacocke growth cell.
35. HCC requires all developer provided wastewater mains and pump-stations be sized to service the full intended catchment. HCC expects a PDA be entered into with the developer to cost share any increase in capacity. HCC also expects the mains and pumpstations to be vested with public access (for maintenance and servicing) at the point in time that the first residential lot that utilises the pumpstation is created.
36. HCC seeks that the developer review its design prior to engineering approval phase, with the aim of reducing the overall number of pumpstations proposed to minimise operational costs and risk.

Transport - internal to development Roads

37. HCC requires the developer to demonstrate approval from all trunk utility providers that they are happy with the proposed internal road corridor widths and layout recognising the cumulative or competing requirements from multiple service organisations within the proposed Roads. The developer should also demonstrate that the road layouts allow for the convenient kerbside collection of rubbish and recycling through the new wheelie bin service commencing in 2020.
38. HCC requires the developer to provide public transport infrastructure that allows for servicing to commence from the establishment of the first dwellings. The infrastructure should be agreed with both Hamilton City Council and Waikato Regional Council.
39. HCC expects that any shared walking/cycling paths are minimum 3 metres wide, are along the River frontage and have the ability to integrate with Te Awa.
40. HCC expects that staging and sequencing of the development will not compromise or frustrate the development of adjacent land. HCC also requires the staging and sequencing of the commercial centre to align with the rate of residential development, so that transport inefficiencies are avoided.
41. HCC requires all developer provided road corridors be sized to service the full intended catchment. HCC expects a PDA be entered into with the developer to cost share any increase in capacity.

Transport - general

42. HCC notes that it has yet to receive a request for consent as Requiring Authority for works or development that extends with the Southern Links designation.
43. For any activity with the Southern Links Designation, HCC expects consistency with its designation conditions.
44. For the section of Peacocke Road adjacent to the proposed development, proposed by the developer for urbanisation to a collector road standard, HCC requires the developer to upsize the road to a minor arterial consistent with the Southern Links designation. HCC expects a PDA be entered into with the developer to cost share any increase in capacity. For clarity, the developer share shall be equivalent to the costs to provide a full urban collector road including but not limited to street lighting, paths, kerb, bus bays etc on BOTH sides extending along the designated length of Peacocke Road and that section of Peacocke Road south of the Southern Links designation. Also, HCC requires the developer to achieve the proposed minor arterial road boundary levels as part of their development.
45. HCC expects a control on the amount of development that can take place prior to the strategic bridge and transport corridor being completed and open for operation. HCC opposes the proposal for 80% development prior to the bridge completion and requests a lower limit to manage the effects of traffic on the network.
46. HCC requires a traffic construction management plan per stage of development with provision for a minimum of 6 monthly reviews. The construction management will be subject to the approval of named Council staff and require the developer to fit within the broader construction traffic management context for Peacocke including other traffic management plans in the area.
47. HCC requires traffic calming works along the existing Bader/Norrie/Peacocke corridor to manage the use of the route by traffic from the development and enable the existing community to 'cross the road' or enjoy access to the existing suburban or community services.
48. The developer has proposed transport connections (eg walking and cycling) between their development and the relevant exiting networks. These connections will generally fall with the Southern Links designation which will be under construction from about 2020. Any developer proposed connection through the designation will require Requiring Authority Approval and will need to be removed by the developer and connected to the new permanent strategic infrastructure.
49. For the designated Peacocke minor arterial or developer provided roads adjacent to reserves or esplanade, HCC requires vested Road corridor widths to be minimised to reduce the area of land held as Road in relation to the intended transport and utility requirements of the corridor.
50. The section of Peacocke road south of the east-west arterial is required to be of a minor arterial transport corridor standard.

Relief sought

51. To the extent that the proposal is inconsistent with these outcomes, those aspects of the proposal are opposed, and Council seeks that the proposal be amended to achieve consistency with the requirements set out in Section 3 above.
52. If consent is granted for the proposed land uses and subdivision, that those consents be subject to conditions which deliver on Council's requirements as set out above.

Submission on a Notified Resource Consent Application

Resource Management Act 1991

OFFICE USE ONLY

File No: 10.2018.9853.001

Submission No: 66

Submitter's Details

Full name:	Waikato Environment Centre Trust, trading as Go Eco		
Address:	188 Commerce St, Hamilton	Postal code:	3204
Name of agent: (if any)			
Address for service: (if different from above)			
Work Phone:	07 839 4452	Mobile:	0223546550
Home Phone:		Fax:	
Email:	anna@goeco.org.nz		

Submission Details

I/we ☐ support parts or all of ☒ oppose parts or all of ☐ in neutral to parts or all of
(tick as many as relevant)

the ☐ resource consent ☐ change or cancellation of a condition of an existing resource consent
(tick one)

on the application made by (name of applicant):

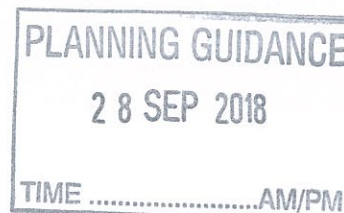
Weston Lea Limited

to (describe the proposal):

The proposal is to develop approximately 105 hectares of land adjoining the western bank of the Waikato River in Peacocke, Hamilton for residential development and associated subdivision.

at (address of proposal):

337-461 Peacockes Road, Hamilton



Planning Guidance

Hamilton City Council
Phone: 07 838 6699

Questions?

For general planning guidance enquiries, contact the duty planner
weekdays 8am – 4.45pm Email: planning.guidance@hcc.govt.nz

1. The particular parts of the application I support/oppose/in neutral to (delete as many as relevant) are:

We oppose the location of roading and residential sections almost immediately adjacent to the riverbank. We oppose the location of roading and residential sections within 100 metres of the riverfront land opposite Hammond Bush. We oppose the location of roading and residential sections within 50 metres of the riverbank in the remainder of the proposed development.

We oppose the current residential yield because it does not allow for the creation of a significant forest reserve.

The adverse effects of the proposal on long-tailed bats will be significant. We oppose the off-site "mitigation" proposed for long-tailed bats as a stand-alone method of addressing those effects. Studies show that offset mitigation has poor record of success in Aotearoa New Zealand and that a third of ecological compensation requirements are never met.

2. The reasons for my submission are:

Go Eco is a strategic partner and fund holder for Project Echo. Project Echo advocates for the protection of bats in Hamilton City. Go Eco opposes the application because it does not avoid, remedy or sufficiently mitigate the harm that Amberfield's lighting and habitat loss will do to the North Island long-tailed bat.

The RMA (s6c) states that the protection of areas of significant habitats of indigenous fauna is a matter of national importance. In terms of ecological value and potential, Amberfield is in an unequalled location in Hamilton due to the combination of four factors:

1. It is extensively used by long-tailed bats, a nationally critical species in terms of extinction risk.
2. It is located directly opposite Hamilton's most biodiverse forest remnant (de Lange, 1996), which is also an important site for long-tailed bats (Delzout et al. 2014)
3. Its riverfront is the missing link in a series of SNAs (SNAs 48 and 54 lie north and south of it, and across the river are SNAs 49-53 and 57-59). If the riverfront is restored to become an SNA would provide connectivity between surrounding SNAs. Connectivity is vital for ecological health.
4. Its riverside location means that it is intrinsically valuable to bats as a commuting corridor.

The applicant must avoid adverse effects by adopting measures on site. The applicant's proposal to compensate for the negative ecological effect of the development through the creation of a trust and off-site mitigation does not recognise the ecological value and potential of the location.

The applicant's proposal, by not protecting indigenous biodiversity and namely long-tailed bat habitat, contradicts the Waikato Regional Policy Statement 2016. In particular, it does not enable the continued functioning of ecological processes; the re-creation and restoration of habitats and connectivity between habitats; support (buffering and/or linking) ecosystems, habitats and areas identified as significant indigenous vegetation and significant habitats of indigenous fauna; the health and wellbeing of the Waikato River and its catchment; manage the density, range and viability of indigenous flora and fauna; and consider and apply biodiversity offsets.

The Terrestrial Ecological Report states that the development as proposed will "result in a Very High level of effect" on long-tailed bats (page 58, Terrestrial Ecological Assessment). This is contrary to the District Plan Policy 20.2.1n: The loss of habitat that supports indigenous species classified as at risk or threatened shall be avoided.

The Peacocke Structure plan, developed based on extensive consultation, deliberately locates a reserve that is 100 metres wide (from the top of the riverbank) at the northern bend. The proposed design of the Amberfield Development does not include this 100 metre wide reserve and as such does not adequately protect the habitat of the North Island long-tailed bat.

3. The decision I wish the Council to make is (include any conditions of a general nature):

Go Eco supports the requests of the Riverlea Environment Society and asks that the Council
a. Decline the application; or, alternatively, if it is decided that the effects of the proposal can be adequately addressed through consent conditions;
b. Require the creation and maintenance of a substantial pest-controlled native forest reserve on the Western bank of the Waikato River. We request that this reserve is at least 100 metres wide opposite Hammond Bush and at least 50 metres in the remainder of the proposed development.

I wish to be heard in support of my submission: *(If not ticked, Council will assume 'NO')* ☒ Yes ☐ No

If others make a similar submission I/we will consider presenting a joint case with them at a hearing: ☒ Yes ☐ No

I have attached additional information in support of my submission: ☐ Yes ☒ No

Signature of submitter:

Date: 28/09/2018

Signature is not required if you are making a submission by email

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Planning Guidance Unit
Hamilton City Council
Private Bag 3010
Hamilton 3240

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- ☐ Attach all supporting documents
- ☐ Serve a copy of your submission to the applicant at their address of service

Sarah Blanchett

From: Anna Casey-Cox <anna@envirocentre.org.nz>
Sent: Friday, 28 September 2018 15:53
To: Planning Guidance Customer Enquiry
Subject: Go Eco Submission to Hamilton City Council Re Amberfield Development
Attachments: 2018-0928 Submission from Go Eco (Waikato Environment Centre).pdf

Tēnā koe,

Please find our submission attached.

Kind regards,

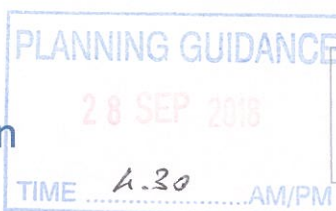
Anna Casey-Cox

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Anna Casey-Cox Community Liaison GO ECO (formerly Waikato Environment Centre) Ph: 07 839 4452 | 188 Commerce St, Frankton, Hamilton PO Box 19104, Hamilton 3244, New Zealand 022 354 6550 www.goeco.org.nz

Submission on a Notified Resource Consent Application

Resource Management Act 1991



OFFICE USE ONLY

File No: 10.2018.9853.001

Submission No: 67

Submitter's Details

Full name:	Samuel Richard Edwards		
Address:	41 Malcolm Street Hamilton	Postal code:	3216
Name of agent: (if any)			
Address for service: (if different from above)			
Work Phone:		Mobile:	
Home Phone:	078567498	Fax:	
Email:	sredwards@xtra.co.nz		

Submission Details

I/we ☐ support parts or all of ☒ oppose parts or all of ☐ in neutral to parts or all of
(tick as many as relevant)

the ☒ resource consent ☐ change or cancellation of a condition of an existing resource consent
(tick one)

on the application made by (name of applicant):

Weston Lea Limited

to (describe the proposal):

Application for subdivision and land use consents for The Amberfield Development Peacocke Hamilton

at (address of proposal):

Merestone Ltd 2 Summer Street / Stanley Point/ Auckland 0624



1. The particular parts of the application I support/oppose/in neutral to (delete as many as relevant) are:

Generally, Section 7 STATUTORY ASSESSMENT

2. The reasons for my submission are:

The proposal appears to take too little cognisance of the significance of the riparian elements, and the relationship between true left bank and true right bank sections of the relevant portions of the Amberfield Development boundaries

The wording of the proposal is ambiguous, with serious generalisations used as if they were fact, and arguments which lack adequate sequential proof, evidential support, and logical conclusions.

The releasing of a ninety odd page document of this complexity and semantic turbidity to the public with a twenty day deadline for submissions is unacceptable. My background involves a great deal of reading and critical analysis, and even then it has been impossible for me to do the research required, the consequent comparative analysis, and prepare an informed, factually accurate, detailed, and accurately presented a response to the application.

For that reason, this submission is accompanied by a letter containing referential material with comment which is intended to demonstrate the serious deficiencies in the report, but said letter does not go anywhere near a full response, even though it should.

3. The decision I wish the Council to make is (include any conditions of a general nature):

I wish the council to delay the dates of final response / submission by at least three months, and ensure that there is further opportunity for public discussion consequent upon Hamilton City Council's release of further, especially learned, responses to the application for subdivision and land use consents for the Amberfield Development, Peacocke, Hamilton.

I wish the Hamilton City Council to do a complete re-examination and a consequent revision of all matters relating to the riparian sections of the Amberfield Development. This should include expert consultation with ecologists, environmentalists, and water research consultants from organisations such as NIWA and the University of Waikato about the size and nature of riparian protections.

Further there will be public consultation reflecting concerns of local and locally affected landowners on both sides of the river regarding the aesthetic and environmental requirements of the proposed development, with additional attention being paid to light pollution and the potential problems of surface flooding when so much of the land area will be hard surfaced with roofing and asphalt and concrete road surfaces, parking areas - domestic and commercial, and pathways.

I wish to be heard in support of my submission: (If not ticked, Council will assume 'NO')

☒ Yes

☐ No

If others make a similar submission I/we will consider presenting a joint case with them at a hearing:

☐ Yes

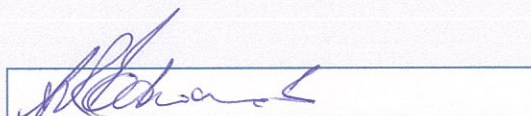
☒ No

I have attached additional information in support of my submission:

☒ Yes

☐ No

Signature of submitter:



Date:

28 Sept 2018

Signature is not required if you are making a submission by email

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- For more information on making a submission please refer to the website: www.mfe.govt.nz

**41 Malcolm Street
Hamilton 3216
New Zealand**

28 September 2018

Ph: 64 7 8567498
email:sredwards@xtra.co.nz

In the Riverside Reserves Operative Management Plan 2008, p.6. Overview 1.2.1 there is the stated goal:

To reinforce the role of the Waikato River (and adjacent reserves) as a resource of historic, scenic and recreational interest.

And

**Some small areas of remnant bush on steep isolated riverbanks, that are probably the best remaining examples of original bush within the central Waikato, have been preserved.*

**The riversides provide one of the City's most valuable wildlife habitats and a potential wildlife corridor linking to gullies and other parks.*

The plan then provides an extensive coverage of multiple river use and a clear intention to develop the river in ways which best future proof its value in those historic, scenic, and recreational areas, and while not specific to this goal statement references ecological and environmental values which the Hamilton City Council holds as significant.

The application by Weston Lea Limited in connection with the proposed Amberfield subdivision, while referencing river values, does not appear to have taken cognisance of the 2008 Plan, and neither does the referencing in said application do any more than generalise good intentions for the proposal and its effect on riparian characteristics referred to in the 2008 plan.

Neither does it appear specifically to have consulted the Hammond Park Landscape Management Plan of November 1997 when a number of operating

principles were already laid out for the maintenance of riparian reserves and their relationship with the hinterland.

My wife and I have lived at 41 Malcolm Street for nearly twenty years. Our outlook is across the river towards the proposed Amberfield subdivision. The following photographs, despite the vegetation, show our view. It is a view which the council, with our approval, is regularly reviewing, and from which it is consequently removing selected trees to maintain our sightlines across the river to the Peacocke's Farm.



We have a local and thorough understanding of the flora and fauna in the area, have seen the slow decrease in duck populations offset by the permanent location of tui, have engaged in trapping operations for opossum and musselids and rodents and planting and clearing operations in Hammond Park, noted the public use of the area and the delight in its availability, had ongoing concerns about the freedom with which Mercury Energy alters the flow and levels of the river at will as well as the wash effects of river craft...

We know this area, and its value.

In dollar value terms, we anticipate that with the intended development, the loss of view, tranquillity, rural aspect, sound patterns, and lack of light contamination will cost us in excess of \$100,000 in property value.

In aesthetic terms, our quality of life, and our tranquil environment will be seriously diminished. We are, however, and always have been, aware of the need for the city to expand, and have anticipated seeing houses emerged from the river mists across the river in due course. We accept the inevitability of the development.

We are also, however, concerned that the Amberfield proposal has taken so little cognisance of the needs of people living in the Hammond Park/Hamilton Gardens area on its true right bank.

We need to be reassured that the developers will include full public riparian access on the true left bank such that it matches that of the true right bank, mirrors the planting and maintenance principles established in the various plans, and is of sufficient width that it mirrors the flora and fauna protection space offered on the true right reserves.

Some specific references:

p. 62

7.4 I quote " *It is considered that the proposal is consistent with these objectives and policies*".

Statements like this one, and statements including the word '*minor*' relating to the impact of various works are misleading. "*Consistent*" is it is used implies acceptability, but lacks clear demonstration of level of consistency or of the way in which consistency is defined.

The same is true of the use of the word "*minor*" especially when it is dealing with ecological or environmental impacts, and upon analysis, turns out to be quite opaque when using the idea to understand the actual functions and operations consequent upon the implementation of the report.

P 63

Table 7.1 especially

The natural character values of rivers , wetlands, and their riparian margins are preserved and enhanced.

Clearly riparian values are identified in HCC and WRC plans, but in the application, these are regularly qualified by statements relating to exigency situations.

P 64

Table 7.2

“The effects of natural hazards on people, property and the environment are managed by reducing the risks from hazards to acceptable or tolerable levels..

It is important to define three key elements “natural hazards” and “acceptable” and “tolerable” As they stand, the terms are meaningless, but are included as if there were common understanding of meaning, sufficient for decisions about practical matters like altering or removing hazards such as flooding, vegetation, ground surfaces, and access ways being undertaken according to clear guidelines.

In fact, the whole of the section beginning at 7.8 Statutory Assessment of Main Policy Themes needs reconsideration and rewriting to avoid the innate potential for mitigation processes which benefit the development rather than the environmental intentions germane to 7.8 and the further contextual elements in the whole of section 7.

p.66

7.8.3

“The proposed development avoids the mapped Significant Natural Area along the Waikato River riparian margin...

This tells us that because the specified areas are not going to be altered they will remain unchanged, and yet elsewhere in 7.8.3 the proposal refers to the introduction of lighting strategies for mitigating unacceptable night light levels for the bat population – which means that the development is actually not avoiding the mapped SNRs.

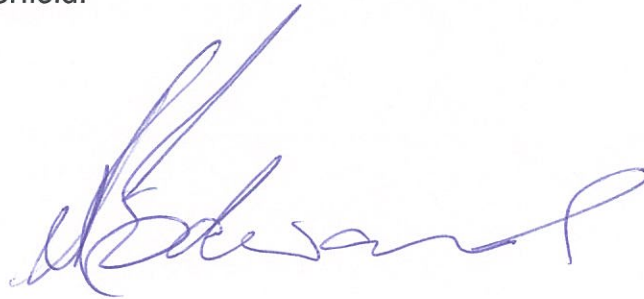
Finally under 7.8.6 Provision of appropriate three waters infrastructure, there is no apparent reference to the enormous shift in ground surfaces and roofing structures which are the prime cause of unacceptable levels of run off. For example, the ground configuration around the area known as The Gully is such that with a combination of up to seventy percent of absorbable surface being replaced with hard surface, combined with changing weather patterns which are dumping huge quantities of water on the local land surfaces, the problems of flash flooding and uncontrolled storm water discharges into the Waikato River are profound.

There is more, ladies and gentlemen. Much much more.

This is a seriously flawed proposal, an application which, if it succeeds in its present form will see serious environmental deterioration in and adjacent to the area being called Amberfield.

Yours sincerely

S. R. Edwards
28 September 2018

A handwritten signature in blue ink, appearing to read 'S. R. Edwards', with a large, stylized initial 'S'.



Submission on a Notified Resource Consent Application

Resource Management Act 1991

OFFICE USE ONLY

File No: 10-2018-9863.001

Submission No: 68

Submitter's Details

Full name: **Andrea Graves**

Address: **27 Hudson St, Riverlea, Hamilton** Postal code: **3216**

Name of agent:
(if any)

Address for service:
(if different from above)

Work Phone: **07 856 1575** Mobile: **0224 568 400**

Home Phone: Fax:

Email: **andrea.graves@slingshot.co.nz**

Submission Details

I/we ☐ support parts or all of ☒ oppose parts or all of ☐ in neutral to parts or all of
(tick as many as relevant)

the ☒ resource consent ☐ change or cancellation of a condition of an existing resource consent
(tick one)

on the application made by (name of applicant):

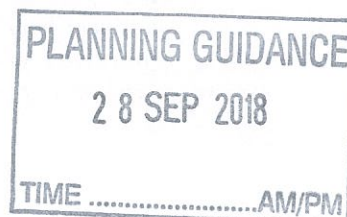
Weston Lea Ltd

to (describe the proposal):

Obtain resource consent to develop Amberfield subdivision

at (address of proposal):

Peacocke Rd



Planning Guidance

Hamilton City Council
Phone: 07 838 6699

Questions?

For general planning guidance enquiries, contact the duty planner
weekdays 8am – 4.45pm Email: planning.guidance@hcc.govt.nz

1. The particular parts of the application I support/oppose/in neutral to (delete as many as relevant) are:

I oppose the location of roading and housing close to the riverbank of the northern bend.

I oppose the lack of restoration of the riverbank.

I oppose the lack of consideration given to local ecological values including the long-tailed bat.

I oppose naming the subdivision "Amberfield".

2. The reasons for my submission are:

In a careful and considered manner, a substantial reserve was set aside in the Peacocke Structure Plan at the northern bend. The applicant appears to have either ignored or over-ridden this purposeful provision and instead proposes roading and houses to within 7 metres of the riverbank.

The confiscation of the land in question from local iwi and gifting of it to soldiers is a source of ongoing pain and tension. The name "Amberfield" acknowledges only this unpleasant recent history, and expresses none of the cultural and spiritual values that it should. This is a sad and serious oversight.

Under the landowner's care, the riverbank vegetation has deteriorated to the point that it now consists of little but problematic weeds. To have been given the land and then to vest it back to council in this degraded state shows a lack of stewardship. Exposure to nature is vital for the psychological and physical health of all of us, of all ages. We need more of it where it is most accessible: in our cities.

What we have in New Zealand is found nowhere else - we are the sole global repository of it. When one of our native species goes extinct, the world loses it. Do we chose roads and houses, or one of our only two land mammal species, just when it's nearing extinction?

3. The decision I wish the Council to make is (include any conditions of a general nature):

- Require the applicant to restore the riverbank and reconstruct a forest of many tens of metres wide along the riparian margin of "Amberfield", as a new Significant Natural Area, a rare Hamilton representation of significant river terrace forest, a supportive ecosystem for Hammond bush, an air- and water-filtering service provider, a temperature buffer, and a refuge for long-tailed bats and other indigenous species. This would also be of huge amenity value for all Hamiltonians, particularly Amberfield residents, and visitors to Hamilton.

- Consult local iwi who have true mana whenua over this specific land area about a more appropriate name for the subdivision. Ask them what they think of the alternative idea of vesting a large tract of land for our indigenous species.

I wish to be heard in support of my submission: *(If not ticked, Council will assume 'NO')*

☒ Yes

☐ No

If others make a similar submission I/we will consider presenting a joint case with them at a hearing:

☒ Yes

☐ No

I have attached additional information in support of my submission:

☐ Yes

☒ No

Signature of submitter:

Date: 28 September 2018

Signature is not required if you are making a submission by email

- **The closing date for serving a submission on Hamilton City Council is the 20th working day after notification date.**
- **A copy of your submission must be served by you (the submitter) to the applicant at their address of service as soon as reasonably practicable after serving your submission to Hamilton City Council.**
- **For more information on making a submission please refer to the website: www.mfe.govt.nz**

Send

Email this form and supporting documents to planning.guidance@hcc.govt.nz, or drop into the duty planner at the ground floor at Municipal Building, Garden Place between 8am-4.45pm Monday to Friday.

or post to:

Planning Guidance Manager

Planning Guidance Unit
Hamilton City Council
Private Bag 3010
Hamilton 3240

Remember to:

- ☐ Attach all supporting documents
- ☐ Serve a copy of your submission to the applicant at their address of service

Sarah Blanchett

From: Andrea Graves <andrea.graves@slingshot.co.nz>
Sent: Friday, 28 September 2018 15:36
To: Planning Guidance Customer Enquiry
Cc: dave@merestone.co.nz
Subject: Amberfield submission
Attachments: Andrea Graves submission Weston Lea Ltd.pdf

Please find attached my submission regarding the Weston Lea Amberfield development.



28 September 2018

Planning Guidance Unit
Hamilton City Council
Private Bag 3010
Hamilton 3240

By email: planning.guidance@hcc.govt.nz

Dear Sir/Madam,

SUBMISSION ON RESOURCE CONSENT APPLICATIONS BY WESTON LEA LIMITED

Please find attached submission by WEL Networks Limited (**WEL**) on the resource consent applications for subdivision and land use at 337-461 Peacockes Road, Hamilton.

WEL wishes to be heard in support of its submission; if any others make a similar submission, WEL will consider making a joint presentation at hearing.

Please contact me for any matter related to WEL's submission.

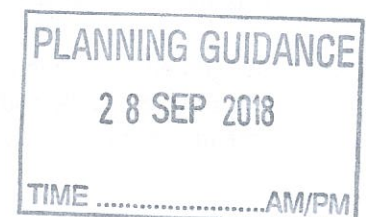
Yours sincerely,

A handwritten signature in blue ink, appearing to read 'KL Broughton'.

Karleen Broughton
COMMERCIAL LEGAL COUNSEL

E-mail: karleen.broughton@wel.co.nz
DDI: 850 3645

Copy to applicant via email: dave@merestone.co.nz



<p style="text-align: center;">Submission by WEL Networks Limited on resource consent applications by Weston Lea Limited for Subdivision and Land Use at 337-461 Peacockes Road, Hamilton</p>
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PART A – INTRODUCTION

WEL Networks Limited (“WEL”) is an Electricity Distributor operating under the Electricity Act 1992, who owns, operates and develops electricity distribution infrastructure in the Waikato Region to provide line function services to approximately 91,000 installation connection points. This includes the distribution of electricity to all residences and businesses within Hamilton City.

As a network utility operator under the Resource Management Act 1991, WEL has the responsibility of providing a secure and efficient supply of electricity to the community within WEL’s distribution network area. WEL’s network of cables and lines allows every household, business, school, medical facility and other types of consumer to have access to electricity.

PART B - SUBMISSION

1. General

WEL acknowledges that the applicant seeks land use and subdivision consents from the Hamilton City Council to subdivide a total of 867 fee-simple lots from the site, for future residential and commercial development. The total site subject to the subdivision consent application comprises approximately 139ha of land.

For such development, upgrades are required to the electricity network in order to enable the supply of electricity. WEL has planned for and commenced the required work to its network.

2. Utility Corridors

While WEL is able to supply the electricity reticulation to the proposed development, from a design and streetscape amenity perspective it is important to ensure the subdivision provides sufficient berm space to house all utilities, including the supply of electricity infrastructure, both below and above ground. WEL’s preference is for underground infrastructure.

Page 63 of the Urban Design Report (prepared by Urbanism) provides for the cross section of local roads within the proposed subdivision. The application provides a 1.5m corridor for underground utilities, which is consistent Hamilton City Council Works and Services Group Transportation Unit Development Manual (reference DG 302) for Location of Services in Street diagram (refer Attachment 1); however, this diagram fails to include aboveground infrastructure such as transformers and ring main units which are essential in supplying electricity to the development. It would be useful from a design and amenity perspective that the applicant provide an indication as to where such infrastructure would be located.

Designated areas for this infrastructure will ensure greater urban planning and provide sufficient areas for footpaths and landscaping along the road exclusive of each other, which will enhance the amenity of any subdivision.

WEL requests that a minimum berm width of 1.5m is adopted throughout the development, free of trees and deeply rooted vegetation, and this width is made a condition of consent. Within this corridor WEL requires a clearance of 300mm to any other service to allow safe installation and for future maintenance.

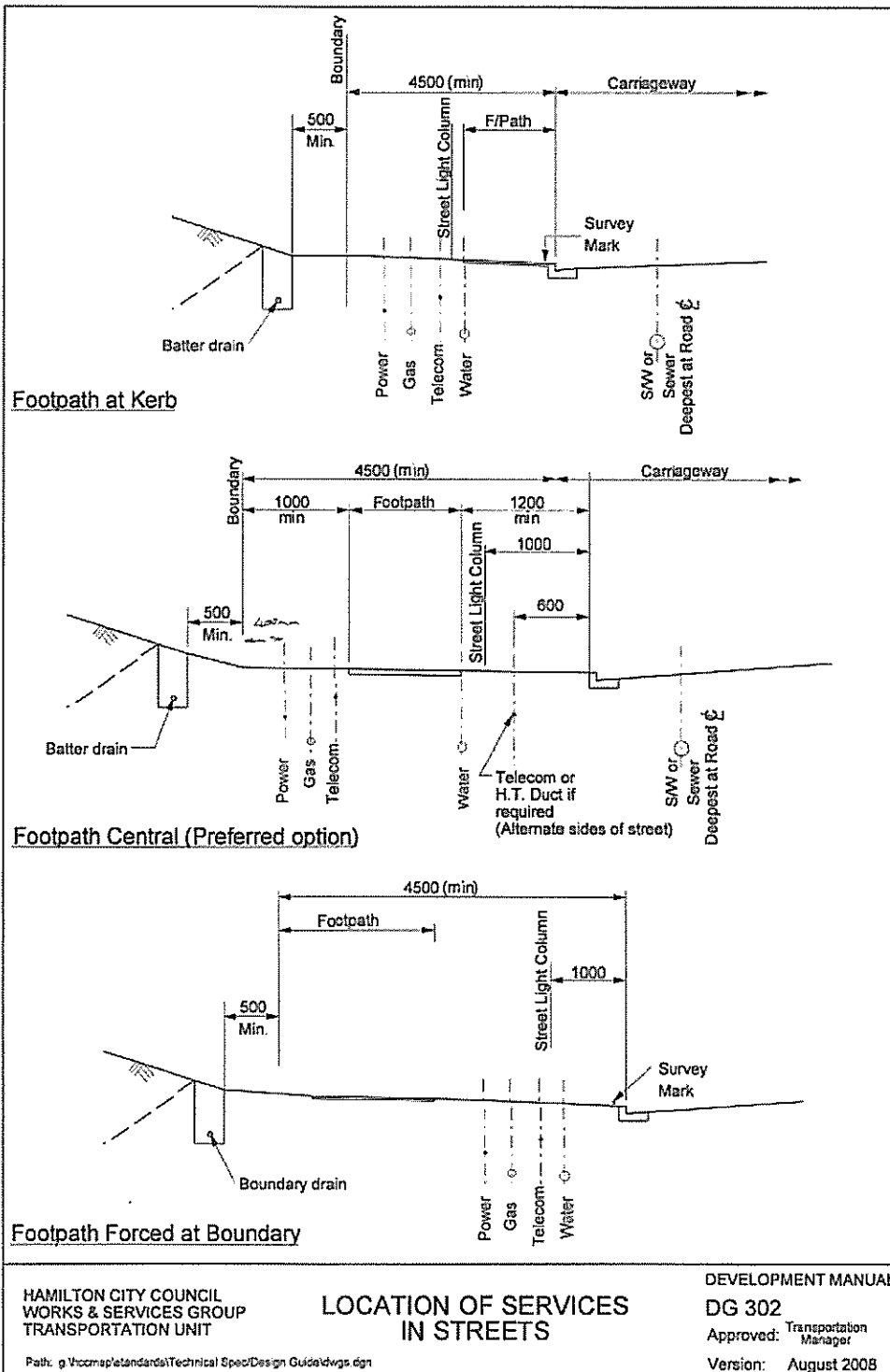
Furthermore, WEL requests that locations are identified (in conjunction with WEL) for the installation of above ground infrastructure to ensure sufficient space is made available. These locations should be outside of and adjacent to the corridor width.

3. Early Engagement

WEL requests that the applicant engages early with WEL's representatives in order to determine the type of infrastructure required for the development and any legal arrangements (such as easements) or Council negotiations for network utility equipment within road reserve. Early engagement will enable WEL to plan for the electricity supply requirements of the development, subject to appropriate commercial and legal arrangements. These arrangements will need to cover the following:

- The ongoing development of the stages including line (overhead and underground) relocations and replacements;
- Upgrading and extending WEL's electricity network to the site;
- Installation of an electrical network into the development; and
- Any easement agreements, or surrender and/or variation of any existing easements, that will be required including completion of any easement(s) for the block(s) of land over, under or through which WEL's equipment would be installed.

**Attachment 1 – The Hamilton City Council Works and Services Group Transportation Unit
Development Manual (reference DG 302)**



Sarah Blanchett

From: Karleen Broughton <Karleen.Broughton@wel.co.nz>
Sent: Friday, 28 September 2018 14:48
To: Planning Guidance Customer Enquiry; dave@merestone.co.nz
Subject: Submission on Resource Consent Applications by Weston Lea Limited
Attachments: Submission to HCC on Weston Lea applications.pdf

Please find attached submission by WEL Networks Limited on the above resource consent applications.

Karleen Broughton

Commercial Legal Counsel

M [+64 21 319 433](tel:+6421319433) | DDI [+64 7 850 3645](tel:+6478503645)

E karleen.broughton@wel.co.nz



0800 800 935

wel.co.nz

This message is privileged and confidential. If you are not the intended recipient, please delete the message and notify the sender.

Any views or opinions presented are solely those of the author.

Sarah Blanchett

From: Karleen Broughton <Karleen.Broughton@wel.co.nz>
Sent: Thursday, 4 October 2018 15:43
To: Sarah Blanchett
Subject: RE: Submission on Resource Consent Applications by Weston Lea Limited

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Sarah,

In response to your email:

WEL supports the application with amendments to include conditions as outlined in the submission.

WEL wishes to be heard in support of its submission, and would consider presenting a joint case at a hearing with others who make a similar submission.

Regards, Karleen

From: Sarah Blanchett <Sarah.Blanchett@hcc.govt.nz>
Sent: Tuesday, 2 October 2018 5:04 PM
To: Karleen Broughton <Karleen.Broughton@wel.co.nz>
Subject: FW: Submission on Resource Consent Applications by Weston Lea Limited

ATTACHMENTS DETECTED: Please take extra care with attachments or links from external sources. If you are unsure, do not click the attachment or links, contact WEL IT.

Hi Karleen,

Thank you for your email and attached submission.

- ☐ Please confirm which submission type/s are relevant to your submission:

I **Support** parts of or all of

and/or

I **Oppose** parts of or all of

and/or

I am **In Neutral** to parts of or all of

- ☐ Do you wish to be heard in support of your submission?

- ☐ If others make a similar submission you will consider presenting a joint case with them at a hearing?

NZ TRANSPORT AGENCY SUBMISSION ON RESOURCE CONSENT APPLICATION – WESTON LEA LIMITED (AMBERFIELD)

TO: Hamilton City Council
Private Bag 3010
Hamilton 3240

ATTENTION: Planning Guidance Unit

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

ATTENTION: Emily Hunt
Phone: 07 9587884
Email: hamiltonplanning@nzta.govt.nz

Resource Consent Application – Land Use 10.2018.00009853.001 & Subdivision 11.2018.00006695.001–Amberfield

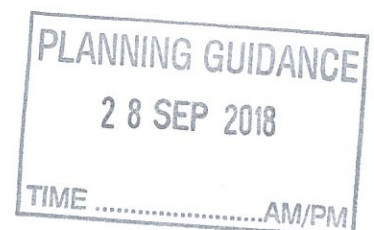
- 1.0 This is a submission on the application for Land Use Consent 10.2018.00009853.001 & Subdivision Consent 11.2018.00006695.001 on behalf of the NZ Transport Agency.

Summary

- 2.0 The Transport Agency **supports in principle, subject to recommended conditions**, the proposal to develop approximately 105 hectares of land adjoining the western bank of the Waikato River in Peacocke, Hamilton for residential development and associated subdivision.

It is acknowledged that the applicant has engaged with the Transport Agency in the development of the application and that communication between the parties is ongoing. However, given the uncertainty of the timing of Southern Links and Peacockes Arterials, and the complexities of existing and planned development (including not yet implemented consents), there is potential for the Amberfield development to adversely impact on the safety and efficiency of specific intersections within the transport network.

As such, it is recommended that the development should be staged with traffic monitoring required when development thresholds are reached, (e.g. monitoring of queues and/or delays) and mitigation identified prior to further stages being developed.



The NZ Transport Agency's Role

- 3.0 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 are 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.

The Transport Agency is also a significant investor in the local road network, and in relation to Amberfield is responsible for State Highway 1 and State Highway 3.

Background

- 1.0 The proposed development will provide an internal roading network which will connect to Peacockes Road. Peacockes Road will then connect the development to the wider area. The applicant has identified that from Peacockes Road the key roads connecting the development to the City's major arterial roading network will be Norrie Avenue, Bader Street, Waterford Road and Dixon Road.
- 2.0 Amberfield will be developed ahead of the public provision of key infrastructure such as a new bridge linking the subdivision to the Wairere Drive extension. These projects are part of the Council's 10 Year Plan being funded through a 10-year interest-free Housing Infrastructure Fund Loan. Weston Lea's development of Amberfield is proposed on the basis that the subdivision and associated development is not reliant on these projects to address adverse effects on either the safety or efficiency of the road network.
- 3.0 As part of the application, an Integrated Transportation Assessment (ITA) was undertaken by Stantec (TDG) which relies on traffic modelling carried out in 2016 and was based on 1000 households (although the subdivision application now refers to approximately 860 residential lots plus two large lots for neighbourhood/commercial centre, and two rural balance lots). The ITA has not been updated since the 2016 modelling, on the justification that it was still considered to be relevant. Although it is noted that the development will be staged, the ITA does not consider any staging and is based on the total development of the site.

The Transport Agency's Submission

- 7.0 The Transport Agency's submission is as follows:

The Transport Agency is concerned about the potential adverse effects from the proposed increase in vehicle movements on the safe and efficient functioning of the state highway network in the area and specifically intersections with State Highway 3 and State Highway 1.

The Agency has identified that there are uncertainties regarding the traffic modelling and the consequent effects of the proposal on the Normandy Avenue (SH3) intersections with Bader Street and Lorne Street, and also the SH3/Raynes Road intersection. These uncertainties and the questionable effectiveness of practicably mitigating the adverse effects are sufficient to warrant consideration of some hold points on the development pending the anticipated construction of the new arterial connection to the Peacocke area.

The main areas of concern have been identified below:

1. Normandy Avenue (SH3) intersections with Bader Street and Lorne St (SH1)

The applicant's ITA states that the Normandy Avenue/Bader Street intersection operates at a level of service B (LOS B) and has plenty of capacity so will continue to operate at LOS B following completion of the subdivision (which adds 500 vehicle movements in peak hours). The modelling is not considered to be valid (for reasons outlined below) and this intersection cannot be considered in isolation from the adjacent Lorne Street intersection.

Further, the ITA estimates that full development of the site will add 400 vehicle movements in the peak hours to the Normandy Avenue/Lorne Street intersection in the peak hours which will cause the level of service to deteriorate to LOS E by 2021. The ITA concludes that some minor improvements to the intersection could provide enough mitigation to return the intersection's performance to LOS D. Again, the modelling on which these assessments are based is not considered valid for reasons detailed below.

The WRTM modelling indicates that 71% of the traffic generated by the Amberfield development in the morning peak (2 hour) period will either travel through the Normandy/Bader intersection or cause a re-routing of another trip through that intersection. According to the WRTM (Waikato Regional Transportation Model) modelling, some re-routing of trips which were already on the network will occur when the Amberfield traffic results in longer delays on other parts of the network. In the PM peak (2 hour), 85% of the Amberfield traffic will pass through the intersection or cause a re-routing of another trip through the intersection. Most of this additional traffic will also pass through the Normandy/Lorne intersection.

Stantec (TDG) were initially unable to provide the details of their 2016 modelling of the Normandy Avenue intersections with Bader Street and Lorne Street on which the ITA for Amberfield is based. This has since been provided but not in time for it to be examined in time for this submission. Regardless of this, the Transport Agency has a number of concerns with the validity of the modelling, as detailed below and believe that these two Normandy Avenue intersections are critical in terms of the traffic impacts on State Highways 1 and 3.

- The traffic generation used in the WRTM is lower than the Transport Agency would expect. It is understood that the modelling assumes around 6.5 trips/household/day when considered as trips coming in and out at the site. This figure assumes a proportion of the trips generated within the subdivision are internalised i.e. they do not leave the subdivision, being trips between houses or to and from the commercial and neighbourhood centres. Whilst this may be realistic long term, it is questionable whether it will occur in the short term, particularly in the early stages of the development when there are no commercial or neighbourhood facilities.
- Local surveys undertaken by AECOM indicate 8 trips per household per day is more likely, with 0.8 trips/household in the morning peak hour and 0.84 trips/household in the evening peak hour. In comparison, the ITA used 0.55 trips/household for the evening peak hour and 0.51 trips per hour for the morning peak hour.
- The Bader Street and Lorne Street intersections are run under linked SCATS control. They cannot be realistically modelled as separate intersections by SIDRA because of

the interaction which limits queue storage between the two intersections and requires them to run with the same cycle time.

- Using 2016 intersection counts with attempted adjustment to update to 2021 conditions does not give a high level of confidence as to the accuracy of the data.

To get a better understanding of how the Normandy Avenue intersections with Bader Street and Lorne Street operate AECOM, on behalf of the Transport Agency, have modelled them using LINSIG software which models them as a linked pair. They have then added the proposed Amberfield traffic with the proportions and directional splits which WRTM predicts, and with the locally surveyed traffic generation rates referred to above. For the base situation they have used recent traffic counts taken from the SCATS detectors at the intersections.

The LINSIG analysis indicates that the intersections are currently operating at close to capacity. Adding the full Amberfield development traffic considerably overloads the intersection and would result in extremely long queues and delays.

An analysis was done for introducing the traffic from 100 households in Amberfield. This causes some movements to become oversaturated so queues and delays on some movements deteriorate to LOS F which the Transport Agency would consider unacceptable. Note that this is based on current traffic volumes on the network. Consented subdivision in the Dixon Road area (Peacockes Stage 1) is still underway and will increase traffic along Bader Street prior to Amberfield potentially coming on line. If anything, the modelling will therefore be underestimating the effects of the Amberfield traffic.

The applicant's ITA has suggested a possible modification to the Normandy Avenue/Lorne Street intersection to mitigate potential capacity issues. This modification has some drawbacks in terms of cyclist and pedestrian amenity and safety, as well as the effects on services equipment (eg streetlighting, a power pole, a manhole). It would also need to be more accurately modelled before the Agency would rely on this as a solution - balancing its effectiveness against the negative aspects. As a result, the Transport Agency does not consider this should be relied upon as potential mitigation.

The Transport Agency has therefore concluded that in order to understand the actual traffic effects associated with the proposed development triggers and/or development thresholds need to be imposed to enable traffic monitoring to occur at various stages. Depending on the outcomes of the monitoring, mitigation measures would then need to be addressed prior to further stages of development commencing.

2. SH3/Raynes Road Intersection

The applicant's ITA notes that there will be small increases in traffic through this intersection at which some movements (notably the right turn out of Raynes Road) currently experience long delays at peak times. The ITA notes that the additional movements will predominantly be left turns out of, and right turns into, Raynes Road, so the impacts on the intersection will be minor.

The WRTM modelling indicates that for 1000 households, 67 additional right turns into Raynes Road could be expected in the PM peak two hours. The right turn into Raynes Road is

a concern because it creates longer delays for traffic turning right out of Raynes Road which can lead to poor decision making and drivers taking unsafe gaps.

Ongoing development of land around the Airport will increase traffic on Raynes Road and will consequently exacerbate the delays and safety issues. In addition, the construction of the new Waikato River bridge linking Peacocke to Wairere Drive is forecast to significantly increase the right turn into, and left turn out of, Raynes Road. WRTM forecasts that the bridge will increase the turning movements at SH3/Raynes Road by about twice the amount that 1000 households in Amberfield would do.

The NZ Transport Agency, through the Safe Roads Alliance, is investigating safety improvements for the SH3/Raynes Road intersection, recognising the various contributing factors and in relation to the long-term solution which is the Southern Links network. The details of a scheme and its timing have yet to be decided.

Whilst Amberfield will have negative impacts on this intersection, these are fairly minor when considered in the context of development in the wider area and associated effects on this intersection. Therefore, while there are adverse effects associated with the Amberfield development for this intersection, it would not be reasonable to require Amberfield to mitigate them.

Decision Requested

8.0 In light of the above, should the Council be of a mind to grant consent, the Transport Agency seeks that the following conditions be imposed to avoid and/or mitigate the potential adverse effects of the activity on the transport network:

- Within two months of code compliance certificate being issued for the 100th dwelling within Amberfield the consent holder shall measure the average delays on Bader Street, Normandy Avenue northbound at Bader Street, Lorne Street, and Normandy Avenue southbound (through and right turn lanes separately) at Lorne Street. These measurements shall be carried out on at least two days mid-week between 7.30am and 9.00am and between 4.15pm and 6.00pm.
- If the average delays for any 30 minute period within the durations surveyed exceed 80 seconds on any approach, then no further titles shall be issued until the extension of Wairere Drive to Peacockes Road is operational.
- If the average delays for any 30 minute period within the durations surveyed do not exceed 80 seconds on any approach, then a further 100 titles may be issued.
- Within two months of the second tranche of 100 code compliance certificates being issued, the delay survey shall be repeated and if the average delays for any 30 minute period within the durations surveyed exceed 80 seconds on any approach, then no further titles shall be issued until the extension of Wairere Drive to Peacockes Road is operational. If the average delays do not exceed 80 seconds on any of the approaches then a further 100 titles may be issued.
- This delay monitoring cycle shall be repeated for approval to release successive tranches of up to 100 titles.

The Transport Agency **does** wish to be heard in support of this submission.

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

Signed by Jenni Fitzgerald

A handwritten signature in black ink, appearing to be 'JF', written in a cursive style.

Under delegated authority for

The NZ Transport Agency

Date: **28 September 2018**

Sarah Blanchett

From: Emily Hunt <Emily.Hunt@nzta.govt.nz>
Sent: Friday, 28 September 2018 15:30
To: Planning Guidance Customer Enquiry
Subject: NZTA submission on Amberfield Development - Weston Lea Limited
Attachments: NZTA submission - Amberfield.pdf

Good afternoon,

Please find attached the Transport Agency's submission on the application by Weston Lea Limited - Land Use 10.2018.00009853.001 & Subdivision 11.2018.00006695.001.

Kind regards,
Emily

Emily Hunt / Consultant Planning Advisor
Consents & Approvals / System Design & Delivery
DDI 64 7 958 7884
E emily.hunt@nzta.govt.nz / W nzta.govt.nz
Hamilton Office / Level 1, Deloitte Building
24 Anzac Parade, PO Box 973, Hamilton 3240, New Zealand

Find the latest transport news, information, and advice on our website:
www.nzta.govt.nz

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