

# Proposed District Plan Submissions

## Form 5 Submission on publicly notified proposal for policy statement or plan, change or variation

*Clause 6 of Schedule 1, Resource Management Act 1991*

To New Plymouth District Council - Sarah Edwards  
Date received 22/11/2019 7:49:33 AM  
Submission #272

### Address for service:

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Wishes to be heard? Yes  
Is willing to present a joint case? Yes

### Proposed District Plan Submissions

- Could you gain an advantage in trade competition in making this submission?
  - No
- Are you directly affected by an effect of the subject matter of the submission that
  - (a) adversely affects the environment; and
  - (b) does not relate to trade competition or the effects of trade competition
  - Yes

### Submission points

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#### Point 272.1

#### Submission

#### Airport Drive Realignment Plan Submission – Neil and Lloma Hibell

*Reference number: 8128047*

#### **NPDC160**

#### *Roundabout*

- **Owners of 47 Airport Drive wish to re-confirm that they are firmly opposed to the proposal of the roundabout being located directly outside their home.**
- Owners have been located in this rural setting for almost 34 years and little consideration appears to be made by NPDC or NZTA regarding the upheaval of the proposed changes. Little to no feedback has been forthcoming unless the owners initiate contact to chase NPDC causing despondency regarding the entire process.
- Owners require written confirmation of the dimensions of roundabout. At a previous meeting with a planner it was discussed that the roundabout could be made smaller yet there appears nothing has been done to address this and we are now being told the boundaries have been set. No consideration or feedback was given regarding the previous request by the owners.
- As cars travel around roundabout, car head lights will shine directly into the master bedroom of 47 Airport Drive therefore some kind of visual barrier needs to be considered to reduce this inconvenience.
- There will also be additional noise from the cars breaking and accelerating to go around the roundabout so some kind of sound barrier needs to be considered to reduce the inconvenience.
- Owners would like confirmation that the inconsistent boundary 'dog leg' beside roundabout nearest to 47 Airport Drive can be re-aligned to get rid of the 'dog-leg'. Justification for 'dog leg' is required otherwise.
- Request for the roundabout to be located as far away from 47 Airport Drive house as possible if proposed plan proceeds. We feel the roundabout could be moved further away from the house.

#### *Roading*

- Owners would like written confirmation of road widths. It was discussed these would probably be the standard residential width.
- Standard residential roads have street lights so will these be installed?

#### *Proposed Subdivision*

- Owners require written confirmation that the zoning for section number 2, 3, 6 (please see attached plans) will be classified as commercial. These plans have been presented on numerous occasions to council representatives yet nothing can be progressed.
  - Written confirmation that there will be access to commercial sections 2,3,6 off Airport Drive not Parklands Ave extension
  - Written confirmation that zoning for all other land will be classified as residential on attached subdivision plan
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- Owners would like confirmation that area Q local road has the ability for a right turn on to Airport Drive Realignment Road when exiting 47 Airport Drive. Do not want to have to turn left and travel around the roundabout to travel north.

#### *Registered valuation including compensation*

- Registered valuation to be performed with land classified as residential land not rural for a fair price.
- Compensation to consider decrease in value of house due to realignment
- Compensation for disruptions whilst construction occurs
- Compensation for inconvenience that will occur due to alignments (noise, loss of fruit trees, land)
- Compensation for reduced revenue through reduced livestock numbers and additional stress to remaining livestock
- Confirmation required that when land is rezoned to residential that livestock can still be grazed on the property until subdivision proceeds
- At least 24 hours notification required for entry to the property for works to ensure stock are moved to cause minimal disruption

#### *Other*

- Renaming of cul-de-sac to be discussed with residents affected by the renaming of this piece of road.
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- Confirmation of positioning of letterbox for 47 Airport Drive as rural delivery will not be able to turn around in driveway as the plan is currently designed. If letterbox moved to end of cul de sac then it is a long walk to collect mail for elderly owners. This in turn will also affect rubbish collection for the property.
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- Mowing of road frontage has been performed by the council will this continue to be performed?
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- Water lines are on opposite side of airport drive will access to water be available for the proposed Parklands Ave extension?

#### **Relief sought**

1. To move roundabout away from 47 Airport Drive house (further up the road)
2. For the council to actually consult and listen to the concerns of the owners of 47 Airport Drive
3. There to be clear and active communication with residents and the councils project management team - this has not been done so far
4. For area Q to be classified as residential land including 47 Airport Drive

**Section:** DEV1 - Bell Block Area Q Structure Plan Development

**Sub-section:** Bell Block Area Q Structure Plan Development Area

## Provision

### Structure Plan Guidance: Roading

A number of roads are shown on the Bell Block Area Q Structure Plan Development Area ranging from a key indicative collector road (Parklands Avenue extension) to indicative local roads and possible roads and lanes. The roading layout is comprehensive and includes connectivity linkages to the external roading network and internal connectivity linkages between the various properties within the structure plan area. The Parklands Avenue extension is a key collector road for Bell Block Area Q Structure Plan Development Area providing the main access link through the Bell Block residential area. The location of this road is relatively set, being central to the area and with each end fixed so that it provides a feasible extension to Parklands Avenue.

The indicative local roads are required to provide integrated connectivity linkages within the structure plan area and to the surrounding roading network. While these roads are required, there is some flexibility in their actual location. The possible local roads and lanes are shown to ensure connectivity so that each site has access, particularly along Airport Drive and State Highway 3 where access internal to Bell Block Area Q Structure Plan Development Area is desired. Whilst these roads and access links are desired, it is recognised that developers may propose alternative layouts that achieve the same or similar connectivity outcome, so flexibility in the actual location of such roads and/or lanes is expected.

SH3 is a state highway limited access road and as such it is understood that additional vehicle access points are not supported. It is also expected that any existing access to SH3 would be closed upon subdivision through provision of alternative internal road access into Bell Block Area Q, given that SH3 is a state highway limited access road.

The Bell Block Area Q Structure Plan Development Areas contains rules regarding vehicle access points to Airport Drive (Rules DEV1-R8 and DEV1-R13) and SH3 (Rules DEV1-R2, DEV1-R3 and DEV1-R18.).

It is the intent of rules DEV1-R1, DEV1-R2, DEV1-R7, DEV1-R9, DEV1-R12, DEV1-R14 and DEV1-R17 and DEV1-R8 and DEV1-R13 to appropriately manage new vehicle access points and new road connections to Airport Drive. Airport Drive is an arterial road. The Bell Block Area Q Structure Plan Development Area intends to manage new vehicle access points and new road connections to Airport Drive south of the future intersection of Parklands Avenue prior to the completion of the future realignment of Airport Drive. The expectation is that any subdivision which seeks to obtain access from Airport Drive south of the future intersection of Parklands Avenue and prior to the realignment of Airport Drive would require a transportation assessment prepared by an appropriately qualified person to assess the effects of the activity on the safety and efficiency of the road transportation network. The Bell Block Area Q Structure Plan Development Area also discourages any additional vehicle access points to Airport Drive north of the future intersection of Parklands Avenue. The expectation is that any subdivision of Airport Drive properties north of the future intersection of Parklands Avenue would also require any additional vehicle access points internalised into Bell Block Area Q. Roading matters 4, 5 and 6 below also consider and guide the issue of additional vehicle access points to Airport Drive at specific locations.

Rules DEV1-R2, DEV1-R3 and DEV1-R18 is dealt with in detail as roading matter 2 below.

The structure plan also contains a series of numbers that relate to roading matters as outlined below.

1. The indicative local road is to ensure that the requirement for legal and practical road access between the two parcels to enable the urban development needs of the eastern parcel to be considered at the time of subdivision of the western parcel. The possible lane serves to ensure that consideration is provided at the time of subdivision of the western parcel as to the requirement for legal and practical access (road/lane or ROW) should development of the adjacent spur on the eastern parcel be feasible/proposed.
2. The indicative local road is required to ensure that a local road will be provided/constructed to the immediate north of the identified properties along Devon Road (SH3). The intent is that the provision of this local road will provide the opportunity for future vehicle access points to the north of the identified properties along Devon Road (SH3) in lieu of the future closure of existing access to SH3, a state highway limited access highway. Therefore, once this local road is constructed, Rules DEV1-R2, DEV1-R3 and DEV1-R18 relating to the erection of buildings will apply to those identified properties along Devon Road (SH3). It is also expected/understood that with the option of the alternative road access to the north of the identified properties along Devon Road (SH3) that any subdivision of those properties would also require provision of vehicle access points to the north of the identified properties along Devon Road (SH3) in lieu of the future closure of existing vehicle access points to SH3, a state highway limited access highway.
3. The indicative local road(s) are required to ensure that a local road network will be provided/constructed with the intent that the provision of these local roads will provide the opportunity for alternative future road access to the north and west upon

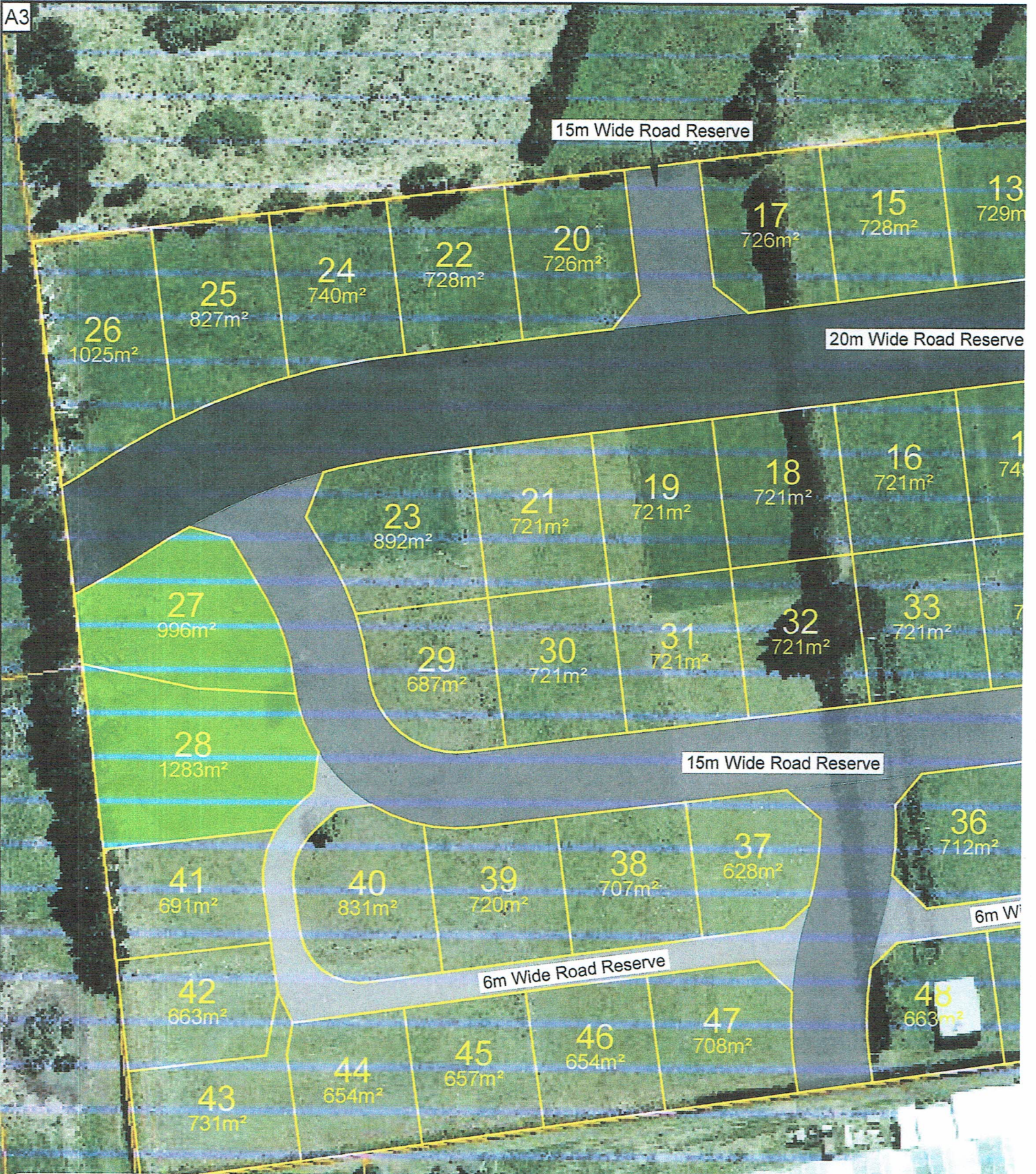
subdivision in lieu of the closure of existing vehicle access points to SH3, a state highway limited access highway..

4. Additional vehicle access points to Airport Drive are restricted through rules DEV1-R8 and DEV1-R13. Therefore, at the time of subdivision, the developers of the properties adjacent (both west and north) to the property identified as roading matter 4 will be required to consult with the Council and owners of the property identified as roading matter 4 and give consideration to what access (road, lane or ROW), if any, is required to the property identified as roading matter 4. If the provision of access to the property identified as roading matter 4 is not provided, then the future subdivision of this property is unlikely until after Airport Drive is realigned and the old Airport Drive becomes a local road.
5. Additional vehicle access points to Airport Drive are restricted through rules DEV1-R8 and DEV1-R13. Therefore, at the time of subdivision the developers of the western property will be required to consult with the Council and owners of the two (approximately 4001m<sup>2</sup>) eastern properties and give consideration to the future access (road, lane or ROW) requirements of the two eastern properties. The intent is that subdivision of the western property ensures that the provision of future legal access (road, lane or ROW) enables the future ability of subdivision of the two eastern properties without additional vehicle access points to Airport Drive where practicable. If the provision of access to the eastern properties is not provided, then the implications of future subdivision of the eastern properties and the impacts of potential future additional vehicle access points on Airport Drive with respect to rules DEV1-R8 and DEV1-R13 and the entrance corridor landscape buffer needs to be both understood and accepted.
6. Additional to Airport Drive are restricted through rules DEV1-R8 and DEV1-R13. The property identified as roading matter 6 is subject to recent subdivision consent. Therefore, should consented subdivision have proceeded, then at the time of any subsequent future subdivision the developers of the western property will be required to consult with the Council and owners of the eastern property and give consideration to the future access (road, lane or ROW), requirements of the eastern property. The intent is that subdivision of the western property ensures that the provision of future legal access (road, lane or ROW) enables the future ability of subdivision of the eastern property without additional vehicle access points to Airport Drive where practicable. If the provision of access to the eastern property is not provided, then the implications of future subdivision of the eastern property and the impacts of potential future additional vehicle access points on Airport Drive with respect to rules DEV1-R8 and DEV1-R13 and the entrance corridor landscape buffer needs to be both understood and accepted.









**NOTES:**  
 1. Subject to Consent from the appropriate Territorial Authorities  
 2. Areas & dimensions are subject to final survey  
 3. Plan prepared for consent purposes only and should not be relied upon for any other purpose without the consent of Juffermans Surveyors Ltd