



Submission 4

Form 5

Submission on notified proposal for policy statement or plan, change or variation

Clause 6 of Schedule 1, Resource Management Act 1991

Submitter details: *(please note that any fields with an asterisk (*) are required fields and must be completed)*

Name of submitter:*

Colin Rowse

Contact person for communications:*

Colin Rowse

Agent (if applicable):

Postal address:*

5334 S.H.14

Suburb:

Awakino Point

Town/City*

Dargaville

Country:

NZ

Postal Code:*

0372

Daytime Phone:*

027 276 4480

Mobile:

027 276 4480

Email address for Submitter:*

C.Rowse@xtra.co.nz

Email address for agent (if applicable):

Please tick your preferred method of contact
*(please select only one):**

Email

Postal

Correspondence to:*

Submitter

Agent

Both



Submission on application:

This is a submission on a private plan change

Please complete this form if you wish to make a submission to a current plan change that is open for submissions

Plan change number: **PPPC81**

Plan change name: **Dargaville Racecourse**

The purpose of this Private Plan Change is to provide for a viable and sustainable mix of land uses on the former Racecourse site that complements and supports the growth of Dargaville.

The key features of the proposal are:

- A variety of residential sites and housing typologies including a retirement village, larger lot residential, retirement style living, and papakāinga style living where shared facilities or amenities are provided for,
- An overarching philosophy of Hauora or community wellbeing, to ensure there is a strong heart to this neighbourhood, a well-functioning urban environment that provides accessible and vibrant community shared spaces, facilities, and services,
- A Neighbourhood Centre Area catering for the community's day-to-day needs within an easily walkable distance,
- A Light Industrial Area to provide for business activity growth, while compatibility is managed,
- Public Open Space Areas providing for informal recreation and Hauora community well-being enabling shared community food gardens and orchards,
- Walking and cycling, both within the Development Area and linking the site to Dargaville town,
- Encouraging sustainability and resilience through supporting onsite harvest and storage of rainwater, and supporting individual onsite solar power generation,
- Reticulated water and wastewater services, and
- Blue-green network to address the dual purpose of stormwater management and walking/cycling linkages.

The Private Plan Change consists of Objectives, Policies Rules, and Standards while the changes to the existing Rural zoned land are shown on the Zoning Map as a Development Area and consists of five different Areas as follows, along with their approximate sizes:

- General Residential Area (GRA) 23.67ha
- Large Lot Residential Area (LLRA) 3.44ha,
- Light Industrial Area (LIA) 9.53ha,
- Neighbourhood Centre Area (NCA) 0.28ha, and
- Open Space Area (OSA) 5.75ha.

Trade competition and adverse effects: (select one of the following options)*

I could I could not

Gain an advantage in trade competition through this submission.

If you ticked "I could" above, please answer this question by selecting one option below:

I am I am not

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.

Note:

If you are a person who could gain an advantage in trade competition through making a submission on PPC81 you may only make a submission if you are directly affected by an effect of PPC81 that adversely affects the environment; and does not relate to trade competition of the effects of trade completion: Clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

Would you like to present your submission in person at a hearing?

Yes No

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

Yes No



Please complete a line for every submission point, adding as many additional lines as you need.

NOTE: This form is intended for brief submission only, if you wish to provide us with more in-depth content, please do this on a separate page and attach it to this form when returning it to us.


The specific provisions of the proposal that my submission relates to (e.g. provision number, map)	Do you: <ul style="list-style-type: none">• Support?• Oppose?	What decision are you seeking from Council? Select which action you would like: <ul style="list-style-type: none">• Retain• Amend• Add• Delete	Reasons
<i>Example:</i> Zoning	<i>Example</i> Support	<i>Example</i> Retain zoning for proposal	<i>Example</i> Supports the growth of Dargaville

Please return this submission form and any attachments **no later than 5pm on Monday 26 September 2022** to:

Kaipara District Council, Private Bag 1001, Dargaville 0340, or

Email: planchanges@kaipara.govt.nz or

Hand-deliver this Submission to Kaipara District Council, 32 Hokianga Road, Dargaville

Signed: 

Date: 23 - 9 - 2022

(A signature is not required if you make your submission by electronic means)

PRIVACY ACT NOTE: Please note that all information provided in your submission is considered public under the Local Government Official Information and Meetings Act 1987 and may be published to progress the process for the private plan change and may be made publicly available.

Property Owner/s: Colin and Joanne Rowse
Property Location: 5334 SH14, Awakino Point
Valuation Number/s: 01010/17400



23 September 2022

planchanges@kaipara.govt.nz
Kaipara District Council

Your Worship Mayor Kaipara District Council and Councillors

SUBMISSION TO THE KAIPARA DISTRICT PLAN 2013 PRIVATE PLAN CHANGE 81 DARGAVILLE RACECOURSE

Thank you for the opportunity to comment on the proposed Private Plan Change 81 Dargaville Racecourse to rezone 47ha within the Dargaville Racing Club land, contained in Part Lot 37 DP 7811 (NA692/361) and Part Lot 37 DP 27168 (NA689/300) on the corner of State Highway 14 and Awakino Point North Road, Dargaville.

We oppose the PPC81 for rezoning the 100-acre Racecourse property to residential and light commercial. We know this land is best suited to food production and we recommend it be kept as such. We also believe the proposed high density development is impractical situated in a rural district, isolated by 4km of busy state highway.

4.1

Our submission will focus on our concerns over the proposed increase in traffic from the proposed high density development.

History

The Rowse family have lived opposite the Racecourse at Awakino point since 1936. My Grandfather, was a keen motorcyclist and helped with forming some of the track back when it was also used by the Northern Wairoa Motor Cycle Club from 1946 – 1952 for racing. Later in 1956, our properties original farmhouse was shifted to the racecourse and used as an administration building.

I remember my father telling me of a time after WWII when the racecourse served as an aerodrome for the first Tiger moth top dressing aircraft in the district. Often, after they had completed their days work, the pilots used to perform aerobatics to finish their day, enthralling my Dad and his family and most likely scaring their cows.

My Parents helped out 'across the road' when asked. For many years my parents hosted young stable hands from a thoroughbred stud in Cambridge, providing bed and breakfast at 5:30am before the start of their long day. Mum also did flower arrangements in the president's room for decades.

In my time I've helped the club with everything from water leaks, stuck tractors, fence repairs to lambing ewe's. We also kept a good eye on the property though a time when some sheep were being slaughtered at nights by rustlers. We still do keep a watchful security eye over the property.

Through all of this time none of us have ever been members of the racing club or been interested in horses or horse racing. I only ever attended one race day. We just helped the club because that's what country folk do for their neighbours.



Photo 2 | Roadside memorial at intersection of State Highway 14 and North Road, Silver Pine Pony Club in the background

In June 2018, a mob of yearling Jersey heifers of mine escaped on to the highway, I was distracted earlier and failed to latch a gate properly. A car travelling from town came around the corner and hit four of them, this happened just on dark, the driver was not injured, but the car was badly damaged. The Police attended and we attempted to control and slow the traffic. However, with large deep open drains either side of State Highway 14 there is nowhere for vehicles to pull over safely off the carriage way, and the Police car had to be parked partially blocking the eastern lane with his Police light flashing. Most cars were able to safely pass by the accident site. However, one car approached at road speed, either ignoring the police lights, or was distracted and did not see them. As the car approached at speed (100km speed zone) I had to yell "Lookout" my wife Joanne, the Police Officer and I had to jump into the drain to avoid being hit. The Driver missed colliding with the parked police vehicle by millimetres.

4.2

In the last few months there have been two accidents on the corner, again highlighting the dangers of this blind corner. Just after 6am on the 20 May a car travelling west towards Dargaville lost control on the corner, crossed the road and ended up in the council drain on the opposite side of the road. It hit the drain bank with such force it bounced back rotating almost 180 degrees in the process. The road is very busy that time of the morning, two cars stopped to assist, but due to the lack of shoulder on the road they could not safely pull over and off the road and ended up partially blocking the east bound lane and a queue of cars started to form.

I had just got up and saw what was starting to happen from our kitchen window. From past experience, I knew I had to get down and start waving down the traffic travelling west toward Dargaville, as they could not see the stopped traffic around the blind corner. As I raced to put my boots on, I watch in horror as some of the queued cars in the east bound lane started to drive around the two parked vehicles, crossing the centre line in the process, at the same time as an empty log truck piggy backing his trailer travelling west towards Dargaville rounded the corner, he was able to stop in time, avoiding a partial head on with as east bound car who was passing the accident site and over the centre line. A car following the log truck was also forced to stop

suddenly as well as the truck behind them somehow avoided pancaking the car in between the two trucks. This incident could have very quickly become a multiple car pile-up.



Photo 3 | The damaged car in council drain on the opposite side of the road



Photo 4 | Taken showing a similar log truck in the same position on the road as the earlier incident

In their report Scantec say Covid 19 may have skewed traffic volumes and we know it has due to the lack of tourist traffic in the last 2 years. The traffic counter used to obtain the traffic volume

figures is located up at Te Wharau and therefore does not take in to account any traffic between there and town which does not account for the Awakino Point area traffic or the lost tourist traffic.

4.3

For decades I have observed and given directions to lost tourist driving the Twin Coast Discovery route. After coming down through the Waipoua Forest, all too often they miss the State Highway 12 turnoff and continue straight ahead. It is not until they get out of town and across the Awakino Creek, that they start to realise they are going in the wrong direction. The problem then arises where and how to safely turn back as there are very few places along State Highway 14 for them to do so. Many of them being in motor home and camper vans, and often travelling in pairs. All too often they are forced dangerously stop, partially blocking one lane while desperately looking at maps or a GPS. Many a time I have seen hair raising near misses from these travellers trying to turn around at North Road and Te Wharau Station Road intersections.

In Section 6 of the Stantec report they calculate that the proposed Private Plan Change 81 will facilitate up to around 935 vehicles per hour (VPH) two-way at morning and afternoon peaks (Table 6-1). These figures are comparable with the Thursday and Friday traffic numbers of the Northland Agricultural Field Days (Saturday is higher). The Field Days are required to employ traffic management (cones and pointsmen) to control these volumes. That is undertaken where Awakino Point East Road intersects with State Highway 14 on a straight and flat section, with good visibility and at 100km speed limit. The Northland Agricultural Field Days only runs for three days of the year. The proposed development will see this dramatically increased volume of traffic every day of the year.

4.4

At the first meeting called by the Dargaville Racing Club, Dargaville Community Development Board and Te Runanga o Ngati Whatua (developer) Tri Partite group with Awakino Point Ratepayer Inc. held 27 May 2021 there was mention that the intersection will need a roundabout to control the high volumes of traffic. Since then there has been no further mention of it. There is plenty of public land available to build a roundabout.

4.5

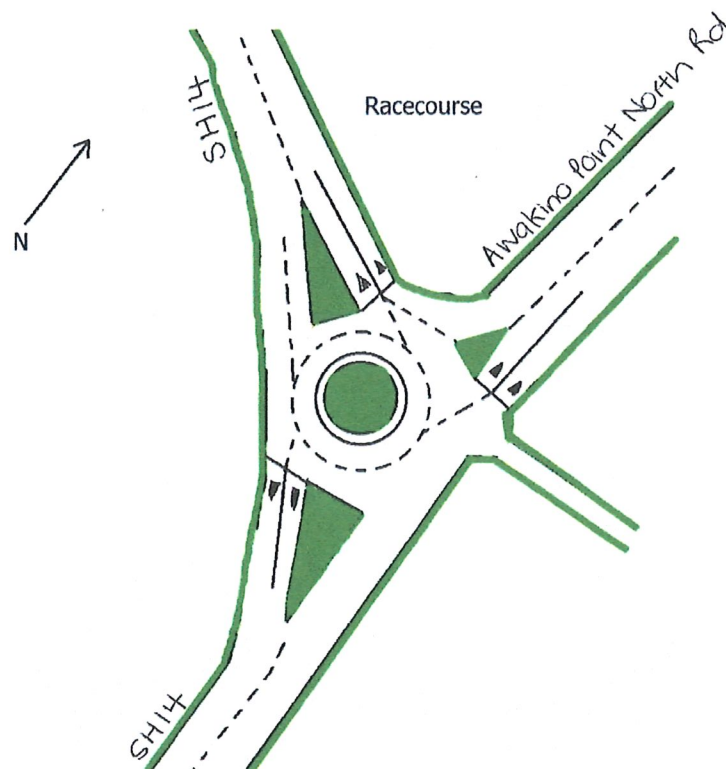


Diagram 1 | example of a possible round-about for intersection of State Highway 14 and North Road

If the proposed development were to progress, we feel that a roundabout is the only real option. Not only to safely marshal the expected volume of traffic but to also slow the through traffic 24 hours/day every day of the year.

Conclusion

This submission provides evidence of how dangerous the section of State Highway 14 and the North Road intersection corner can be. Deep drains on either side of a blind corner with a 100km speed limit, a very narrow and in some places no shoulders and verge, create little room for error, and offer no safe area to pull over in case of an emergency e.g. an accident or a breakdown. A moment's inattention or a distraction can change everything in an instant.

We oppose the PPC81 for rezoning the 100-acre Racecourse property to residential and light commercial. We believe the proposed high density development is impractical situated in a rural district, isolated by 4km from Dargaville Township off a busy state highway.

Thank you for taking the time to read our submission.

I would like to speak to my submission.

Yours sincerely



Colin and Joanne Rowse

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