

Tainui Inland Port Proposal

I am Kevin Broughan, a Professor of Mathematics at the University of Waikato and a resident of Aurora Terrace Hillcrest. I have worked at the University for 43 years, and was a member of its Council for 5 years, including the time part of the land under discussion was given to Tainui as part of its settlement with the Crown. I am making this submission on my own behalf. I would like to appear before the committee and make an **oral submission**. I would also like to be included in the list of interested parties who receive **detailed information** as the EPA continues with its evaluations.

When citizens and institutions of science and higher learning were seeking to establish the Innovation Park at Rurakura, they wanted a different site, near the elbow of Silverdale Road on its north eastern side. Tainui at the time had other ideas, so we have a Park, vital for our new modern economy, with facilities including fragile high-tech equipment, juxtaposed with a noise and vibration producing railway line.

Now we see plans for an inland port to be built right along-side residential areas, giving these areas a **degraded industrial future**, with heavy train and road traffic, noise and light pollution. This will impact strongly and negatively especially on the citizens of Silverdale, Fairview Downs, Claudlands, Enderly, and the residents of the Hilda Ross Retirement Village.

An inland port built **much much further** to the east than that planned, using both sides on the proposed Waikato Expressway, would have all of the advantages of the current plan, and allow for substantial and wide buffering with trees, hillocks and parkland, protecting existing residential areas. The extent of the buffering should be decided by consultation with citizens.

Tainui are urged to revise their current plans to fully protect existing Hamilton residential areas and the EPA is urged to require this. A former Chair of the HCC Council of Elders gave the official line "since Tainui own the land they can do what they like with it". This position flies in the face of the district plan and resource management act, so it is clearly wrong. Land that is owned can be sold and other land bought, so the issue is not "who owns this land", but what are the set of appropriate options for where the proposed inland port should be sited, and what are appropriate uses for the Tainui land.

The inland port is also to be built alongside Rurakura Agresearch, the Innovation Park and the University of Waikato. Port activity, heavy traffic, towers of containers, noise and light pollution will **constrain and degrade** these knowledge intensive areas. This is a most serious issue, and must be considered as such by the EPA. These areas should expand over the next 50 years, perhaps doubling in size. The University has grown by a factor of 10 during the last 45 years for example. They should be surrounded by parks and residential areas, approximating Menlo Park California, part of Silicon Valley. There, industrial facilities look more like large houses, not factories or warehouses.

Should the Rurakura Rd Waikato Expressway interchange be approved, then north bound and south bound heavy and medium heavy traffic going to and from the port will be accommodated. However traffic headed for the **east and west of Hamilton**, or to other Hamilton industrial areas, will not. The traffic flow plan has been poorly thought through and designed, even for the first stage. There is no appropriate access to Wairere drive at Rurakura Rd and the realigned Silverdale Rd, Rurakura Rd, and the proposed Spine Rd intersection is totally inadequate. Silverdale Rd is an inner city street,

being used intensely for city and University traffic. Heavy traffic (trucks, articulated vehicles, cranes etc) heading west or east will mix with city traffic. Indeed, Silverdale Rd has a heavily used shopping area, three schools, and two pensioner housing groupings, as well as providing access to Silverdale and to highway 26 for many Hamilton residents. In addition the two roundabouts on Rurakura Rd and the Hillcrest Rd/Silverdale Rd intersection are already **inadequate** for city and University traffic, as well as Hamilton traffic heading east. The roading pattern in the proposed design is completely inadequate, and must not be approved by EPA or HCC or NZTA.

To begin with, the site of the port and direct access for heavy vehicles to the expressway and direct access to the Wairere Dr ring road should be negotiated with Tainui by these three authorities, with a new round of public consultation once preliminary agreement has been reached.

The planning maps which have been made available to the public by the agents of Tainui are inadequate. They are much too small and **include insufficient detail** for citizens to see easily what is being proposed. For example I was unable to find a detailed description of the Sheridan St buffer zone or the way the port is intended to connect to highway 26. The arguments which support claims are also weak. For example excluding Fonterra in measuring heavy traffic – the inland port makes no sense without including companies such as Fonterra, which has the greatest need for transport in the Waikato. The same applies to the 11,000 new jobs claimed. There was no evidence for this, or an attempt made to quantify the categories of employment that would be required at different stages. Of course there will be some new jobs, but the given number is inflated. The EPA should require the submission by Tainui to be redone, taking into account a list of requirements. The revised roading design should be done by independent experts, in consultation with the major stakeholders in the area: Agresearch, the Innovation Park, the University of Waikato, Hillcrest High School and the residents of Silverdale, Fairview downs and Hillcrest. The redesign should be paid for by Tainui, since this would not be necessary if there had not been an Inland Port proposal, or the Tainui plans had been adequate. The EPA represents the public interest and must deal with all of these issues in a professional manner.

To summarize, here are the two issues I consider have yet to be adequately addressed or resolved:

- (1) **The site of the port**, taking into account the need for substantial buffering and future expansion of residential and knowledge based areas, i.e. much further to the east.
- (2) Approval for the Rurakura Rd **Waikato Expressway interchange and direct access to Wairere Dr** with a roading design which would enable heavy vehicle traffic to go to and from the port in any of the main directions that will be required, and not use city streets.

There are other issues of course which will be properly considered by EPA, HCC and NZTA. These would include rating value (Tainui needs to pay as any normal developer for storm water provisions, environmental protection for fragile ecosystems, power and water reticulation, refuse removal, city administration services and the like), biosecurity, reserve components, noise control etc.

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