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To the hearings advisor Plan Change 25

I wish to submit this statement as part of my evidence for my submission 18.

"Dear Waipā District Council Hearings Panel,

We are writing in support of Carole Searle's submission on Proposed Plan Change 25, particularly the concerns relating to the installation and planting of structures and shelterbelts close to, or directly on, road boundaries on the inside of tight corners and intersections of narrow rural roads.

As regular users of Waipā's rural road network, we believe greater consideration must be given to the cumulative effect that roadside plantings and structures can have on visibility and road safety. Many rural roads within the district are narrow, winding, and have limited shoulder width. At intersections, bends, and tight corners, maintaining clear sightlines where possible is essential for motorists, cyclists, pedestrians, farm vehicles, and emergency services to safely assess oncoming traffic and respond appropriately.

The establishment of shelterbelts, dense vegetation, or other structures immediately adjacent to road boundaries can significantly reduce visibility around corners and at intersections. This creates an increased risk of vehicle collisions, particularly where traffic volumes include agricultural machinery, stock movements, heavy vehicles, and visitors who may be unfamiliar with local road conditions. Even relatively small obstructions can remove critical reaction time for road users, especially on roads with higher speed limits.

One such corner near to our property where the structures and shelterbelt plantings have already gone ahead, has significantly reduced visibility already and the shelterbelt has not grown yet. Where before there was clear line of sight across the inside of the corner giving plenty of reaction time, we have seen multiple near misses since the structure installations and shelterbelt plantings.

While acknowledging the importance of landowners being able to utilise their properties effectively, we support the introduction of provisions that maintain adequate setback distances and protect visibility splays at intersections, bends, and other locations where sight distance is already constrained. Such measures would help balance private land-use rights with the wider public interest in maintaining safe and functional rural transport networks.

We encourage the Council to give careful consideration to these safety concerns and to adopt planning provisions that maintain setback requirements in these situations and minimise the potential for roadside plantings and structures that compromise visibility and safety for road users.

Thank you for considering this submission.

Yours sincerely,

Peter Orchard & Clare Hamilton."

Thankyou,

Carole Searle

Sent from my Galaxy