

Good morning to all

My name is Kay Moroney a resident and submitter of the area and will be speaking on behalf of myself and many submitters this is due to covid taking effect and many submitters not happy to speak online please bear with me as I am very new to this game.

On behalf of myself and submitters I have talked to and contacted through various ways the general consent is GREENSEED DEVELOPMENT have let us down extremely poorly. There has never been a formal meeting that any of the submitters have had notification on before this application went to council.

Greenseed development have not made contact with residents to try and resolve any concerns since we did our submissions. They state a meeting was held at the Rotokauri School the 4 day of March 2019 but nobody whom is objecting to this PC7 Plan change was informed (the applicant has not provided a record of who was invited or who attended). Also noting that Charles Ma had several meetings with people around the outskirts of this area but they were landowners wishing to sell up for subdivision's. This is not acceptable to all rate payers and residents in this area affected by this PC7 change.

2000 houses are planned - will this grow to 4000, 5000 or even more with the new government rules for housing changes to build on sections 3 high without resource consents? We need this to be capped as this risk further justifies **MAJOR WORKS AND UPGRADES ON THE AFFECTED ROADS IMMEDIATELY**

Subletting of this development to other building companies means the plan change does not protect residents (this has happened before) other developers will not understand the plan changes, and our concerns will therefore fall by the wayside if the required transport upgrades are not adhered too in which we have requested.

In the reporting Greenseed make statements of no roading requirements until 500 dwellings are built in the centre of this development and therefore will not be required to upgrade roading until such time as internal link roads come out onto Burbush and Exelby roads. This could create a very large greenbelt or buffer zone for a lot more dwellings internally well before works are to be carried out on these effected roads. This is avoiding the costs of roading up grades for this major development. **UNACCEPTABLE WHEN YOU ARE APPYING FOR A REZONE AND JUMPING THE QUE OUT OF SEQUENCE - THE DEVELOPER MUST PAY THE PRICE TO KEEP SAFETY A PRIORITY.**

Mr Black reporting for HCC Traffic noted many sections of Exelby and Burbush roads with very poor visibility and he also thought that the development would create SIGNIFICANT TRAFFIC EFFECTS. Mr Black also stated that there are 35 vehicle crossings on Exelby road that would need to be adjusted to accommodate the widening of these roads. Mr Black originally stated that in his reporting he recommended the threshold point for upgrades to be at 200 HOUSES, now there has been a change to 500 HOUSES. What has motivated his change on this when he had SIGNIFICANT CONCERNS PRIOR. If the widening of these roads goes ahead, will the landowners be included in the design and how will construction impacts from these upgrades be managed?

On the Lee Road Exelby road intersection it has been highlighted that visibility has and is very poor. Mr Hills for Greenseed made comments that this is a quick fix - why this has not been attended to for past 10 years. Also the intersection of Rotokauri/Exelby Roads have been requested with the HCC and Waikato Regional Council for the past 5 years to have the curbage overgrowth removed for SAFETY AND VISIBILITY. THIS BECAME EXTREMELY DANGEROUS. But note this has been a quick fix in the past 3 months (just wondering if action was taken due to these traffic reports). It may be reasonable to assume that HCC have been holding off on any improvements as they know that developers will have to do them eventually. The STRUCTURE PLAN makes this very clear that developers will do this if out of sequence SO THEREFORE ROADING SHOULD COME BEFORE BUILDINGS this is our main objection.

Upgrades to these roads cannot wait until other developers come along and until HCC makes the minor arterial road happen. Traffic with contractors heavy trucks and machinery will increase on all of these roads from the very start of this subdivision to the completion. We as residents on these roads have noticed this from the start of the Rotokauri Rise to the Hamilton City Zoo upgrade to the Brymer Heights . Traffic starts at 5.30 am as EXELBY ROAD IS USED AS A THROUGH ROAD BY A LOT OF SUB CONTRACTORS (please note this is due to the fact that Waikato Expressway is a bottle neck at peak time so this is the bypass and speed track also noting that a lot of commercial suppliers are in the Frankton and Dinsdale area, not Te Rapa).

Furthermore to a MAJOR SAFETY ISSUE SCHOOL BUS AND PEDESTRIANS: at present the High school bus passes through SH39 and onto Burbush road picking up students and onto Exelby south to collect more students. There are NO PULL OFF AREAS for the SAFETY OF THE BUS AND DRIVER AND THE

STUDENTS. One near miss was a car coming over the approaching hill early morning FOGGY CONDITIONS (well known for this area in winter) and almost rear-ended to stopped bus. If it hadn't of been for the local knowledge of this driver, this could have been MAJOR. As I heard about this I then approached the parents of these students and requested that the bus pulls over in our vehicle entry area where it is wider and a LITTLE SAFER for all parties but bearing in mind the students still have to walk on the unformed curb to get home SAFE.

To bring some formality to our major concerns for all submitters is SPEED SAFETY/VISIBILITY/VOLUME AT PEAK TIMES/ HEAVY TRANSPORTERS/CYCLIST SAFETY/PEDESTRIANS / THIS ALL MUST TAKE PRIORITY AT ALL COSTS TO DEVELOPERS AND NOT END UP ON THE RESIDENTS AND LANDOWNERS AS RATEPAYERS.

(please note we are not objecting to the houses going ahead just the roading infrastructure of the main corridors to the impacted traffic roads eg SH 39 EXELBY ROAD AND BURBUSH ROAD AND ROTOKAURI INTERSECTION)

This brings me to addressing that no traffic counting records in the present year/ no accident reporting recorded/ reporting that has been supplied is out of date and estimated only - not factual. I believe this would be the biggest SUBDIVISION out of sequence that the Hamilton City Council are allowing, so therefore EXTRA CAUTION should be applied by all PARTIES, and MORE OPEN CONSULTATIONS BEFORE PASSED.

We don't want to end up like the Thomas Road debacle where a LIFE was taken and the present Peacocks area where some residents are complaining of the traffic. One last major concern for residents is by allowing this PC7 change to go ahead will this open the area up for future OUT OF SEQUENCE SUBDIVISION TO GO AHEAD IN THIS AREA, as well known developers are sitting close by NORTH AND SOUTH to create more TRAFFIC in this area.

I understand that Hamilton has a VISION ZERO for road safety let this be applied as a well designed and delivered infrastructure to recognise Humans are Fallible and that when we make a mistake we should not pay for it with LIFE.

Let us all work together with some form of open consultation and Greenseeds Neighbour Friendly approach to all parties in a reasonable humane way and APPLY SAFETY FIRST UPGRADE TO ROADS BEFORE DWELLINGS ARE BUILT.

Thanking you for this opportunity to speak on behalf of myself and submitters