

PLAN CHANGE 7 SUBMISSIONS

FREEPOST 172189

CITY PLANNING UNIT

HAMILTON CITY COUNCIL

PRIVATE BAG 3010

HAMILTON 3240

21 MARCH 2020

DEAR SIR\ MADAM

SUBMISSION ON PROPOSED PLAN CHANGE 7 ROTOKAURI NORTH PRIVATE PLAN CHANGE

WE ALL TOGETHER JOINTLY WISH TO MAKE A SUBMISSION IN OPPOSITION TO PROPOSED PLAN CHANGE 7 ROTOKAURI NORTH PRIVATE PLAN CHANGE OUR NAMES AND SIGNATURES AND ADDRESSES ARE ALL LISTED

WE JOINTLY OPPOSE THE PLAN CHANGE THE REASONS GIVEN ARE SET OUT IN THE FOLLOWING PAGES ATTACHED

WE ALL WISH FOR PROPOSED PLAN CHANGE TO BE DECLINED UNLESS THE MATTERS SET OUT IN THE ATTACHED PAGES CAN BE ADDRESSED AND RELIEF SORTED WE ALL WISH TO BE HEARD AND CONSIDERED

IF THERE IS A PROBLEM FOR THESE NAMES NOT TOO BE COUNTED INDIVIDUALLY WE WOULD WISH TO HAVE THE RIGHT TO RE SUBMITT INDIVIDUAL FORMS THESE HAVE BEEN DONE THROUGH MAIL BOX CONTACT DUE TO THE CORON 19 VIRUS AND NEEDS TO BE TAKEN INTO CONSIDERATION IF ANY PROBLEMS FEEL FREE TO CONTACT KAY MORONEY 07 8491440

YOURS FAITHFULLY

Proposed Plan Change 7 Submission

Chapter 3 – Structure Plans

Relevant Provisions

Objective 3.3.2

New urban development is appropriately serviced and properly integrated to minimise City network impacts.

- Policy 3.3.2a

The use of land for urban development will not be allowed unless appropriate infrastructure is provided for and the servicing of this land will maintain the efficiency and sustainability of regionally significant existing and planned infrastructure.

- Policy 3.3.2b

New development is able to be adequately serviced in terms of Three Waters and transport infrastructure.

- Policy 3.3.2c

Development is co-ordinated with the provision of infrastructure and social infrastructure.

- Policy 3.3.2d

Staging and sequencing is in general accordance with any staging indicated on the relevant Structure Plan.

Objective 3.3.4

An integrated and efficient pattern of land use and transportation so as to sustainably manage the impact of development on existing and planned transport infrastructure.

- *Policy 3.3.4a Integrated Transport Modelling is undertaken for all Structure Plan areas.*
- *Policy 3.3.4b Movement routes are integrated with surrounding neighbourhoods and existing and planned transport networks.*
- *Policy 3.3.4c Enable connectivity with other undeveloped adjoining sites.*
- *Policy 3.3.4d The transport network supports efficient passenger transport and opportunities for walking and cycling.*
- *Policy 3.3.4f Opportunities for improved safety, accessibility, connectivity and efficiency within the transportation network are provided.*

Submission:

Oppose the Private Plan change in its entirety for being contrary to the above listed provisions.

Reasons: By removing the Rotokauri North area from the current Rotokauri Structure Plan area, the development will not be integrated with the wider network of roads and other infrastructure and will create an inefficient pattern of transportation and landuse. The impacts on the wider area have not

been adequately considered or addressed. Adequate integrated traffic modelling has not been undertaken to properly understand the impacts on the wider transport network and community.

The staging and sequencing intended for the current Rotokauri Structure Plan area requires that key arterial roads and intersections are built prior to development moving as far north as the proposed Rotokauri North area. This proposal will result in a poorly integrated arm of development that significantly impacts on traffic in other areas of the Rotokauri Structure Plan due to the sequencing not being adhered to.

The traffic impacts on the southern section of Exelby Road and its side roads will be significant – this development should not go ahead without major upgrades to the full length of Exelby Road, the intersection of Exelby Road and Rotokauri Road, and Exelby and Lee Road intersection. Even now these roads and intersections present safety issues due to poor sightlines, narrow carriageway with no line markings, and high horizontal and vertical curvatures. There is no footpath, and walking or cycling along these roads is a risky business.

The envisaged north-south arterial road indicated in the Rotokauri Structure Plan (and connections to the east by bridge underpasses) should be constructed to take the traffic off southern Exelby Road. Further a connection should be made to the Rotokauri Transport Station to enable new residents of the Rotokauri North Structure Plan area to utilise public transport. Movement routes have not been proposed to be integrated with the surrounding neighbourhoods and existing and planned networks, and development of the Rotokauri North area is premature before these key transport connections have been constructed.

The unmanaged wider transportation effects will have the potential to adversely impact on land values due to a bad reputation for traffic efficiency and safety issues. The Economic Impact Assessment provided by the applicant has a narrow focus on the proposed retail centre. This should be expanded to include the economic impact on ratepayers due to development being planned out of sequence with the Rotokauri Structure Plan. We are concerned that if the developer does not construct or upgrade the wider roading network to cater for the new demand, that HCC will be forced to fund this in order to address the new safety issues on these roads and mitigate the impact on land values.

Further the health and wellbeing of the community will be threatened by poor road safety, noise and vibration, and increased travel times.

For the reasons above the proposed plan change is inconsistent with Objective 3.3.2 and Policies 3.3.2a – d; and inconsistent with Objective 3.3.4 and Policies 3.3.4a – d and 3.3.4f.

3.6 – Rotokauri Structure Plan

Proposed provision:

3.6 d) Chapter 3.6A refines the Rotokauri Structure Plan with respect to the northern area (approximately 140 hectares of land), and in all aspects will supersede the Rotokauri Structure Plan for any land identified in the "Rotokauri North" area.

Submission:

Oppose in its entirety

Reasons: By removing the Rotokauri North area from the current Rotokauri Structure Plan area, the development will not be integrated with the wider network of roads and other infrastructure that the Structure Plan intends, and will create an inefficient pattern of transportation and landuse. The development will no longer be required to integrate with other planned projects intended to make traffic move efficiently through the entire Rotokauri area or intended to create a cohesive urban pattern.

For example, by making the Rotokauri North area exempt from the Rotokauri Structure Plan, there will no longer be a need to have regard to structure plan component 3.6.2.6b) which states "There is also

The PPC is clearly contrary to these provisions, and the developer is trying to dodge the full cost of developing ahead of the planned sequencing by exempting itself from these Rotokauri Structure Plan provisions. The PPC does not provide adequate transport network capacity outside of the PPC area to support the proposed development. The proposal does not achieve a sustainable expansion of the city and does not represent coherent and integrated development, because the transportation effects beyond the Rotokauri North boundaries have not been resolved.

Relief sought:

- Either decline the private plan change; or
- Decline proposed inclusion of section 3.6 d (exemption of PPC area from Rotokauri Structure Plan), but approve the development subject to requiring the developer to adhere to all existing Rotokauri structure Plan provisions, including:
 - a) requiring they construct the Rotokauri Minor Arterial Road;
 - b) provide an ITA that adequately assesses impacts on the wider transport network;
 - c) cater for the demand generated within the wider transport network;
 - d) requiring the developer to fund all necessary road network upgrades and additions.
 - e) provide a full economic assessment of the financial impact on the remainder of the Rotokauri Structure plan area and including the likely cost of the required roading upgrades.

Prepared by Heather Perring, Planning Director, Kaitiaki Planning (MNZPI) and former resident of 60 Lee Road, on behalf of Kay and Mark Moroney, 80 Exelby Road.

I wish to be heard in support of my submission.

If others make a similar submission I would be prepared to consider presenting a joint case with them.

Justin
Jo Austin
273 Exelby Road
R.D. 8
Hamilton 3288

Lisa Pulman
339 Exelby Rd
R.D. 8
Te Kowhai
Hamilton
0274309952

Julie Coddigan
161 Exelby Rd
Hamilton
0274167776

N. Bryant
Noelle Bryant
273 Exelby Rd
R.D. 8,
Hamilton 3288.

Susan Rothery
250 Exelby Road
Te Kowhai
S. Rothery


Paul Rothery
250 Exelby Road
Te Kowhai
P. Rothery

Zachary Pulman-Gaby
339 Exelby road
R.D. 8
Hamilton

Natalie & Dion Ward-Allen
307 Exelby Road
R.D. 8
Hamilton
0274 922 385

Jennifer McKenzie
244 Exelby Rd.
Burbush RD8
Hamilton 3288
J Z McKenzie

Ewen Drysdale.
244 Exelby Rd
Burbush RD8
Hamilton 3288
E M Drysdale.

BARRY HEERDEGEN 225 EXELBY RD
Dianne Heerdegen BURBUSH HAMILTON


Rebecca Miles 212 Exelby Rd, RD8, Hamilton 3288
R Miles

Pae Henry RJ 212 Exelby Rd Rd8 Hamilton 3288
Hiipora (SYBIL) Nelson 212 Exelby Rd: Rd 8 Hamilton 3288

Jo & Chris Miles. 188 Exelby Road, RD8 Hamilton 3288

Lana Miles 188 ~~Exelby~~ Road, Hamilton ~~RD8~~

Jane & Dave Sole 189 EXELBY RD Hamilton
A W Sole

Mazuri & AMANDA VERHOEVEN 183. EXELBY RD. M M V

Murray & Sharyn Stewart 283 Exelby Rd M D Stewart

Larissa Underhill 285 Exelby Y Ulll

Shane Cowling 339 Exelby Road
Shane Cowling

Kaya MacMillan 339 Exelby Road
K MacMillan