

Roading submission to Hamilton City Council

Re Weston Lea Ltd development

Submitter:

Dianne June, 58 Waterford Rd, Hamilton.

Thankyou for this opportunity to voice my objection to the proposal by Weston Lea Ltd for a subdivision entitled 'Amberfield' in the Peacockes road area of Hamilton.

My objection is to that part of the proposal relating to transport matters.

1. My objection is that the figures used to compile any assessment are woefully out of date even though other documents in the application state that they were obtained in 2016.

TDG Memorandum, dated 16/08/18 page 4, point 44. '... ITA relies on ... a recalibration to a series on 2016 traffic counts...'

I have lived on Waterford road for almost 30 years and have watched the traffic levels on this road increase significantly during this period. The traffic associated with the subdivision at the end of Dixon road past Summerset Retirement village was noisy and disruptive for large parts of the working day.

When the road was dug up to install a water pipe some 2 years ago, we were inconvenienced for almost 8 months. The road surface was not sealed satisfactorily afterwards and, over the past few months, I have had occasion to contact the Hamilton City Council to have potholes repaired every few weeks.

Contributing to the damage on Waterford road is the extremely large number of vehicles that have come off SH3 and are using Dixon Rd/Waterford Rd/Peacockes Rd/Norrie St/Bader Street as a rat-run to avoid the traffic congestion on Ohaupo Rd. This increase has been much more noticeable over the past 12-18 months. It has been measured by residents of the street between 0730 and 0830 as being up to 480 vehicles on any normal business day. It is difficult for us to even leave our own properties due to these vehicles. Daily congestion at the Bader street/Normandy Ave intersection is backed up almost as far as the Waterford road/Peacockes road intersection each morning. It takes more than 3 green light sessions to get from Waterford road to Normandy Ave!

2. Double laning of traffic in Bader street at the intersection with Normandy Ave is usually back further than the bus stop near Willis street and already poses a danger to east-bound traffic in Bader street, and west-bound bus operators. Let's not factor in a form of pedestrian crossing there too!

The safety of the many children who move within the area is an important point to take into account – there are many educational facilities along these roads

Existing access points to a shopping centre and sports field are already inadequate.

The note made in the report from Alistair Gray, p14 item 30 that there will be satisfactory intersection performance with minor AM peak range change is not acceptable.

He comments on page 19, item 48 that there will be considerable disruption during the 10year HCC plan – not an acceptable timeframe when one is a resident in the area.

The predictions that the PM peak traffic in the Bader and Lorne street intersections will reduce to LOS E is not a prediction – it is already a fact.

On page 1, Executive Summary, paragraph 1: the applicant notes in the first paragraph that the 'assessment identified that the existing network with the committed future projects would be able to accommodate the traffic generated by the Amberfield subdivision safely...'

3. If the Amberfield subdivision goes ahead then the congestion will extend even further.

On page 1, of the Executive Summary, paragraph 3 the applicant states that there is a proposed roundabout to be built on SH 3 south of Dixon road within the next 2 years.

4. The increase in traffic northbound on SH3 will only increase during the 2 year period and further congest the Ohaupo road connection to Kahikatea drive in the first instance, and Normandy Ave in the second, until such time as the South Western bypass is constructed. This proposed roundabout will only allow this northbound traffic to begin their avoidance of the congestion by leaving SH3 a few hundred

metres earlier than they currently do. Peacocke road users who wish to go north will access the roundabout and join the fray either here or in Bader street. It will not mitigate or eliminate the problems at the Dixon road intersection itself for many years to come.

Most vehicles will travel along the Peacockes road/ Bader street route and will avoid using the Raynes road intersection due to the difficulty of making a right turn to travel northwards. I.e. it is already an unsafe intersection to use.

Traffic from the Amberfield subdivision will continue to use the Peacockes road/Norrie street/Bader Street as their main route of egress from the area if intending to head to the northern or western parts of Hamilton City.

The Councils' opinion that the formation of a collector road from Peacockes road to SH 3 is of minor consideration and therefore not to be of notable consideration will unfairly affect the local residents.

In Section 3.1 Future roading (p22) of the submission, mention is made of the East-West arterial link being constructed and thus allowing Stage 1B of the Peacocke development to begin.

TDG Memorandum, page 7, point 47 has a chart which stated that the East-West arterial link is expected to be completed by June 2025, and the acquisition (NOT COMPLETION) of the North-South arterial link is expected to be completed by June 2021

5. There is no mention of how the East-West link will affect progress of the Amberfield development. Stating that the development is not affected by these long lead-in times does not take into consideration the effect the subdivision will have of current users of the roads.

On page 1, paragraph 4 mention is made of traffic calming measures and safety improvements at the Waterford road/Peacockes road/Plateau Drive intersection.

With the increased amount of traffic coming from Amberfield, the congestion at a proposed roundabout on Peacockes Rd/Plateau Dr/Waterford Rd is certain to increase as noted in my earlier statement.

The TDG memorandum page 2, paragraph 3, it is stated that the first stage of the subdivision is unlikely to be completed before 2020, with the remaining work to be completed over the following 7 years.

6. 7 years is an extremely long time frame to have to put up with traffic congestion associated with the first stage of the subdivision. Not the least of which will be the traffic associated with construction. At no place in this memorandum is there mention made of which routes the construction traffic will use. A restriction must be placed on the developers as to the access points they may use, and heavy traffic in residential areas is not to be permitted for any reason.

This should not be a compromise situation and absolutely not be permitted. It should be defined and relate specifically to the subdivision.

TDG memorandum page 8, point 47: states '... heavy vehicles in particular utilise the proposed new intersection on SH3 just south of Dixon road where a new roundabout is proposed..... it may be that a compromise of using the residential section of Dixon road/Waterford road and then into Peacockes road would be better than using Raynes road or Bader street as the primary access.'

Heavy traffic has used this route in the past from an early starting timewell until after normal business hours. It was not, and remains not, acceptable to the residents.

Rule 23.6.11 of the District Plan relating to the provision of a transport corridor indicates that the submission will not comply with the rule.

Conclusion:

- The developers maintain it is not their business to resolve the access issues, rather it is the Councils', but the intentions of the developers are the cause of the effects.
- There has been inadequate assessment of the road and associated safety aspects of the proposal.
- My request is that far more effort and documentation and transport options be put in place with respect to traffic movements before any consents are granted.

Thank you for your attention