

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

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.**

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