
Introduction

My name is Mike Hermansen – I have made a previous submission with respect to the proposed Plan Change and as stated I oppose in its entirety - that position remains.

I live at 125 Benmore Ave and I am potentially one of the most severely impacted residents by this proposed plan change and subsequent housing development.

Traffic and Roundabout

I will incur a new access road through the current next-door property of 127 Benmore Avenue which will be on the bedroom side of our property – note my bedroom is only 3 metres from the existing boundary fence and we will be subject to the road noise from traffic flows from the subdivision as well as the overnight and early morning delivery traffic for the Commercial Centre. Also, we will be subjected to vehicle lights flashing across our windows when cars use the roundabout. I note on the submitter plan that my driveway will shift too, nice of them to do that for me, It would make it extremely difficult to get in and out of my drive especially with a trailer on.

I note in researching the additional material that has been provided that there is **now** an intention to build up to 16 apartments above the proposed commercial premises situated across the new road. This will be up to 7 meters high directly behind my house so will block out all my view and light. When you look to buy a property if it has a large building behind it you have the opportunity not to buy it, we don't have that luxury. The commercial building and apartments will require parking to accommodate these residents' vehicles and will create additional traffic movements around the Commercial Centre.

I believe the traffic flows have been deliberately understated and this commercial building with its apartments will add even more to Benmore Ave.

As previously stated the Traffic Engineer has based her traffic Predictions and movements on the basis of 1 x vehicle per household 158 we are now potentially looking at up to 186 residences, including the 16 apartments, and the car count should be at least 1.5 cars per household, making the count 279, nearly double that used in the report so, this logic is flawed.

On the presumption that a large number of these residents will travel to work daily and that most people start work at around the same time – the potential exists for perhaps 150 plus vehicles leaving the new subdivision in the morning and entering the roundabout within a window of perhaps 15 minutes – this time frame will also potentially overlap parents/children on route to the nearby Cloverlea School and Kindergarten.

This will also place additional pressure on the Bennett and Rangitikei Streets intersection

Note:- I have been unable to find any reference on impacts to the Cloverlea Kindergarten located next to the school Cloverlea School in any of the published material.

The issue of increased noise from increased traffic movements - no assessment has been provided

The issue of headlight glare that I raised previously with vehicles navigating the roundabout seems to have been dismissed/misunderstood with the comment about the positioning of street lighting?

We have not seen a scale layout of the proposed new roundabout – however, based on the projected drawings up to 8 x properties may be faced with having to reverse from their driveways to enter the traffic flow of the newly created roundabout. There are a lot of trucks using Benmore Ave as they are based in Bennett Street, a roundabout will make it more difficult for them too.

I and others may be faced with having to travel down Benmore Ave and complete a U-Turn to be able to access the roundabout.

Currently, the paddock behind me is accessed by agricultural machinery from Flyers Line. Has previous consideration been given to accessing the proposed development from Flyers Line? If not, why not?

Earthworks Assessments and flooding

Presently 7ha of the site is considered free from inundation – to increase the area available filling will occur directly behind 1 and 3 Meadowbrook Drive and numbers 113 – 115 – 117 – 119 – 121 – 123 – 125 Benmore Avenue – these locations will be either side of the proposed new road

The rear boundary of my property has a small raised stop bank extending along its entirety. and was installed to protect against known flood risk, I understand this is to be replaced an open drain, So now I potentially face the run off from this area after infilling has occurred and ground levels are raised

If my property gets flooded because t of these earthworks who do I come to for compensation when I need to repair damage and what will my insurance company say about any future floods?

Has the flood report taken into consideration the amount of new water that will be put into the Mangonie stream by the proposed new Kiwirail site on Railway road? They will have a huge amount of sealed area and the drainage will be into the Mangonie.

When I first moved into my house 17 years ago, the city boundary was on my back fence. There was a plan to develop the land into big box stores and the PNCC was the main objector. The reason for their objection was that “it’s a flood area”, What has changed?

In my view nothing has changed, in fact with the climate change things are apparently getting worse. I would think that if big box stores had been built and they had got flooded it would be a lot less of a problem than with housing. Why would you want to use land such as this for housing? The city is not short of land to build on so why are you trying to use land that is clearly unsuitable.

Water matters

We know the current Potable water network would be impacted in both pressure and volume and is unable to meet the demands of a future subdivision. Already we have water pressure problems when you have a tap running and turn another on it severely reduces the pressure of both. I note that a meeting has been held and the experts no longer think this is a problem, I guess that's because they won't have to live there.

Besides this there is discussion around the implementation of a pump lifting station / individual pressure system to be installed for each lot pumping sewerage / grey water – another potential source of noise in the environment.

Loss of Sunlight

I understand modelling has been carried out and I am likely to lose the sunlight over my back yard at 3:00 pm

Conclusion

In the event of the Private Plan Change and the associated housing subdivision being approved, Mr Asgar has recommended that the current Flood Plain Overlay should not be amended after the Civil Work has been completed. It is important that potential purchasers of lots have accurate information regarding flood risk history and associated civil work developments implemented to mitigate the flood path to their properties.

Will the developed sections carry covenants advising potential purchasers of the flooding history/risks and the associated civil work developments to mitigate the flood path?

Will this be included in the Council L I M report to safeguard future purchasers so they do not find themselves gaining insurance cover under false pretences?

The consultation during this process has been abysmal, there are questions about the road going next to my side boundary and my garage that sits on the back and side boundaries, why has someone not approached me to talk about these issues?

During this entire process I have not been approached, until yesterday, nor has there been any contact from anyone associated with this development which would have been common courtesy given the consortium has owned the rented property next door to me at 127 Benmore Avenue – the site of the proposed road for some time.

To conclude –

I have reservations about the “experts” who are supplying data for this application. Will the council take their findings for granted or will they be looking at their own “experts” to agree with the findings?

- the Rezoning application must be declined as it cannot be demonstrated that there are no adverse effects on current homeowners in terms of increased flood level, potable water and traffic flow.