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### Introduction

My name is Tony Cade – 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 realise a number of the issues I will raise would be subsequent to any potential plan change being granted however they are relevant and integral to the process

I live at 1 Meadowbrook Drive and I am potentially one of the most 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 ~~Meadowbrook~~ <sup>Benmore</sup> ~~Drive~~ <sup>Avenue</sup> which will be on the bed room side of our property – note my property is only 1.5 metres from the existing boundary fence and we will be subject to the road noise from traffic flows from the subdivision as well as traffic from the Commercial Centre.

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 require parking to accommodate these resident's vehicles and will create additional traffic movements around the Commercial Centre.

This will further impact on the already understated traffic flows

These will be in addition to the previously stated 158 residences which has now been increased to 160 - 170 (168)

As previously stated the Traffic Engineer has based her traffic Predictions and movements on the basis of 1 x vehicle per house hold 158 now revised to 168 – we are now potentially looking at up to 186 residences so this logic is still flawed.

On the presumption that a large number of these resident's will travel to work daily and that most people start work at around the same time – potential exists for in excess of perhaps 120 x vehicles leaving the new subdivision in the morning and entering the roundabout within a window of perhaps 15 minutes – this time frame could 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 with vehicles navigating the roundabout seems to have been dismissed / misunderstood with 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

The layout of my section does not allow for me to turn around and leave my drive in a forward facing direction.

It is noted that the proposed lots in the new subdivision will be designed to enable vehicles to turn within the lot and to leave in a forward direction.

Indeed without seeing the detail of the roundabout and the berms / islands / medians that are included for pedestrian access that are positioned in the middle of the streets accessing the roundabout – will these be painted or raised.?

My self and others may be faced with having to travel up Meadowbrook drive and complete a U Turn to be able to access the roundabout.

Further due to the berms / islands' medians I may be unable to reverse by boat and caravan up my driveway

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 – I understand the Developers had previously approached a resident in Meadowbrook Drive with the view to a potential access road.

### **Alignment of new lots**

It is noted in the published material that following public consultation and representations made in submissions around aligning proposed boundaries with existing lot boundaries to create single rather than multiple neighbours for each property.

The Developer has adopted these provisions and proposed to maximise the extent of these aligned boundaries when subdivision consent applications are assessed.

It is now reported that:- Subdivision design and integration

For lots adjoining existing Meadowbrook Drive properties

The subdivision design shall maximise alignment with exiting lot boundaries for **Nos 7 to 31** Meadowbrook Drive

No explanation has been offered for properties including mine not included in the proposed alignment

### **Earthworks Assessments**

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

My property 1 Meadowbrook Drive has been identified as the lowest ground level at the boundary – it goes on to say that this level is important as the spillway level at the outlet of the attenuation pond must be lower than this to ensure that water from our development and the neighbouring land will be able to continue to drain into Whiskey Creek especially at the time of any flood event

What effect will this have in regards to runoff onto my section and the height of the proposed road going in besides my property?

### **Water matters and flooding**

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.

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.

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

I have lived at 1 Meadowbrook Drive since June 2007 - during this time my back yard and that of my neighbour at 127 Benmore Avenue has been under water a number of times with in excess of 100 mm of water. This has resulted in the posts of the boundary fence shared with 127 Benmore Avenue all rotting out at the concrete nib with the fence now braced to stop it collapsing and falling down.

### **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**

It is reported that Whiskey Creek Private Plan Changes were promoted prior to the National Planning Standards coming into effect. Whiskey Creek is now notified and is now being heard after they have come into effect. This implies Whiskey Creek would naturally fit in the

precincts (Multi Zone) section of the Operative District Plan rather than in section 7A : Greenbelt residential.

This is because the Whiskey Creek proposal is for Multi Zones (18 hectares of rural area), (10 hectares of conservation and amenity area) and (13 hectares residential) being only 32% of the Whiskey Creek is proposed as a residential zone.

I am unsure what implications this has on the application process going forward.

Notified documents, associated assessments and evidence presented across a number of areas have been found to be incorrect following peer reviews and since additional information has been provided as part of this process.

What will be the impact of the proposed Three Water Reforms with respect to this application?

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 on the Council L I M report to safe guard future purchasers so they do not find themselves gaining insurance cover under false pretences?

The consultation during this process has been abysmal, the 2 presentations at Cloverlea School that I attended I would class as information sharing – there were coloured A 3 sketches displayed on stands with consultants posted for anyone who wanted to ask questions. There was no stand up presentation delivered about the proposal which would have ensured a consistent delivery to all attendees.

At the time of the second presentation I brought Harriet Fraser Traffic Engineer to my property to show her the site of the proposed roundabout. At that time she observed the traffic going past including a number of trucks and took some photos. At this time she stated she did not realise how close my house was to the boundary fence where the proposed new road would go in. She also made comment that there was nowhere for me to turn my car around so as to drive out in a forward direction.

I then took her down Bennett Street and showed her the numerous Trucking and Bus businesses and the intersection at Bennet and Rangitikei Streets. I further took her to Tremaine Avenue and showed her the roundabout at Tremaine Avenue and Botanical Road

and explained that trucks now used Benmore Avenue more than ever so they did not have to negotiate the roundabout. I then dropped her back at Cloverlea School.

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

To conclude - the Rezoning application must be declined as it cannot be demonstrated that there is no adverse effects in terms of increased flood level downstream and further Council would not allow any increase in discharge to the downstream network at Benmore Avenue.