

Hi, I am Jess my husband and I own 12 Tawa street and live there with our 2 children.

I have no qualifications relative to this proposal and don't have the financial means to receive expert reports meaning this is mostly my opinion.

However having lived on Tawa street for 6yrs and 4months, 4 of those years being a stay at home mum you could say I am the most expert person speaking on the general feel and activities of the street.

In my opinion the proposed plan does not manage to appease 4/5 of the issues associated with high density developments.

The character of Tawa street is a spacious, quiet, private street with mature unlandscaped planting. Individual houses standing alone with ample parking and space surrounding each home.

You have all read my previous submission so I will not repeat everything I have said there, however I will reiterate my concern as to why 12a and 12b were not consulted as the proposed driveway will be directly opposite.

I will respond to some items on the reports and run you through some scenarios.

Firstly I will comment on the report of Aaron George.

While I do not doubt that Aaron has great intentions with the proposed plan I know there is a monetary aspect as I was told directly it would not be profitable with only 5 houses on there. I am not saying this is a bad thing, why would any good business person enter into something that was going to leave them out of pocket. I would like you to consider this when a shiny picture is being painted.

Secondly I will comment on the report by Andrew Skerrett

3. Traffic assessment

I believe this traffic assessment to be misleading as it has been based on the units being inhabited by retired or near retired. As I mentioned previously the applicant has been unable to clarify who the builds are intended for. Be that so you can not assume that just because the occupants are at retirement age they will have less than 2 cars (4.4) especially if they have the means to purchase a brand new build in this economy! My own parents would fit this bracket perfectly and own 2 cars, 2 bikes and a campervan.

As a resident I have to strongly say heavy Parking on the roadside would definitely take away from residential amenity. Its look was a major attraction in moving to Tawa street

I would like to comment on the photos used (4.5) to show cars parking on the street. The arial photo is 2-4 years old and if you were to look up this view of Tawa street on google maps now I can confidently tell you that 2 out of 3 cars parked on the road side are visitors cars. The car I am not sure about is no longer around.

In the second photo the white ute belongs to the visiting son of number 13 and the one of the left is one being worked on by one of the two houses whose occupants use the street side as a regular means of parking are number 10 and number 14 and this is not because of lack of parking just owning lots of vehicles! It is rather a irregular occurrence for residents to park on the road side.

Remember I am a self-proclaimed expert of Tawa street activities!

As far as I think it was 68 additional cars not making much of a difference I was aware of the vehicle owned by the new property on the corner of Tawa and Mahoe street long before I saw it in their drive way. (I use the rata street entrance 90% of the time)

Also like it noted my concern of the tight blind intersection at the rata street end

Engineering report

Excess rain water flowing onto tawa street will result in it being more likely that the grass berm be unable to use for parking.

I would like to add my assumption that there will be a lot more excess water flowing that way than currently as the site previously only had one dwelling and lots of mature trees to help with rain water absorption.

Now I will run you through some scenarios that will undoubtedly be encountered as my concern for this development is not solely for myself and the character of tawa street but for the future occupants of 13 unit 2-13 Tawa street.

I believe that when embarking on a residential intensification project this must be the first and most important thing to consider.

In these scenarios the occupants of the units will be a mix of age, couples and families As the applicants have not filled me with confidence of who this development is for.. I previously raised this as a concern and It has been responded to in section 2. Of Nicolas report with this statement

[I also wish to clarify that the intention of the applicant is that the proposed units be occupied by people who are not necessarily retirees but are older or families]

Scenario 1 forr ease if you want to look at mrs mc queens landscaping diagram, thankyou

Remembering the shared driveway is quite narrow..The one of the residents of unit3 leave for work at 9:30 however last night their partner arrived home after them so their car is parked in the garage. This means they will have to back this car out having it sit in the common area while the other comes out of the garage and drives away.

9:30 is about the time unit 10 (directly opposite) gets home from the school run

Unit 6 (by the turning area) is also leaving the house at this time

This situation on a daily basis is frustrating at most but add in bad weather or a child running out to get a ball and it has the potential to be dangerous.

..the subdivision is essentially creating another very small street off tawa street

Scenario 2

Its Christmas and every house has family visiting for the day, along with the rest of the Tawa street residents.. where are all those cars going? Some of them arrive in campervans too..

I do agree that each unit on its own has ample parking for a 2 bedroom and that extra cars can be parked on the road side but with the number of units planned to be at number 13 consideration needs to be taken as to the potential roll on effects of this.

You can expect occupants purchasing new builds will own at least one vehicle.

I also understand that there is now no minimum parking requirements, however if this hearing had been a few months earlier this change would not of yet been put into place and should be treated as such.

Scenario 3

Its Wednesday, rubbish collection day.

A few of the overflow cars are parked on the grass verge on the street side when the residents bring out the 13 bins/foodscraps/glass (placed behind bin) and quite possibly green waste bins too as waste management has a Wednesday run.

This may damage the car or mean the driver has to move and then replace all the bins before going on with their day.

Or its been raining a lot so visiting cars park on the road in front of the bins meaning collection is missed on the drivers have to move all the bins manually adding more work and extending their run time.

You may think I am being over the top but these are all scenarios I myself often go through with our own personal driveway, frontage and bins.

When you are aware you have the opportunity to do better. Is that not good design?

With the introduction of the residential design guide I think careful consideration needs to be taken when approving such excessive subdividing.

Ensuring residential intensification is effectively managed is an integral part of providing for residential growth, while maintaining and enhancing the character and amenity of the district. That's straight from the the guide book..

Can the surrounding amenities support it?

My own experience with the growth of Inglewood is the childcare and schooling. The difference between enrolling my son 4 years ago at the age of 1.5 to a kindy I could walk to, being able to choose a time that suited and then having my daughter on a wait list for the past 2 years just to get a half day spot at the same kindy.

Inglewood primary is over flowing with their new classrooms hardly cutting it.

We now drive to Kaimata each day for school and Mangori road for childcare. The amenities within walking distance cannot supply our needs here and this was before the promotion of intensive multi unit developments.

This is something that drastically needs to be looked at.

Especially as there is now no minimum parking requirements you are basically promoting no car households. residents need close by access or appropriate transport to these facilities.

If there is to be any changes made or conditions for the body corporate in order for the application to be accepted I would strongly suggest the following..

concreting the grass berm for all year and ease of use

what is the time fram for this body corporate.. not going to end up being low level rental units in the next 15-20 years with potentially 4 adults living in each unit this would equate to parking on the road as a necessity.

something that has not been covered is pets. Excess cats are already a problem for and if each section was to have a dog that likes to bard the noise could be atrocious. Most of the time my children playing and shouting to the neighbors children is the only noise on the street besides the Sunday chorus of lawnmowers. It is you could say quite a sleepy street.

To conclude I would just like to say.. how many minor adverse effects has come up a lot in the reports of the applicant, how many does it take to create a major adverse effect?

Thankyou.