

Mac Burgess

From: Melanie Cheetham
Sent: Thursday, 20 June 2024 1:06 pm
To: Notified Resource Consents
Cc: Sarah Exley
Subject: Submission on publicly notified consent
LU-2023-112110-00/SG-2023-112111-00/NC-2023-112112-00

Kia ora Sarah

This is submission regarding the publicly notified resource consent LU-2023-112110-00/SG-2023-112111-00/NC-2023-112112-00 by NZ Housing Group Gisborne for the sub-division and residential development of 8 units at 99A Stanley Road, Te Hapara, Gisborne.

Disclaimer- I am an employee of Gisborne District Council however I have had no involvement in the processing of this consent.

I have resided at my current address (509 Childers Road) near this proposed development for 13 years. I **oppose this application in its current form.**

My reasons for opposing the application are as follows;

1) The development is inappropriate in its scale and density for the surrounding environment

- The applicant proposes to construct 8 dwellings on a 1590m² site. As identified by the processing planner, this represents a "high density" development with each section being less than 150m² and is totally out of character with the existing urban environment and well below the TRMP minimum site size for the general residential zone. There is no policy provision for "high density" housing developments of this type in the inner-city area of Gisborne, let alone in the outer suburbs such as Te Hapara.
- With 6 of the dwellings being 2 bedroom and 2 dwellings being 3 bedroom, it could reasonably be expected that there will be anywhere from 2-6 people living in each dwelling. With a reasonably average expectation of 4 occupants per dwelling this could result in around 32 residents living on a 1590m² area, this is well above the norm for this neighbourhood.
- The two-story duplex dwellings are to be constructed on the southern boundary of the site. The dwelling on Lot 2 will receive no direct sunlight, except maybe in the early hours of the morning in summer. The main outdoor living areas for Lots 1-6 are predominantly south facing and will therefore receive no direct sunlight. Furthermore, the outdoor spaces of the neighbouring dwellings at 495-501 Childers Road will also be heavily impacted with regards to a reduction in direct sunlight during the winter months due to being shaded out on their north boundary.
- I disagree with the applicant's assessment of the permitted baseline assuming that if the site were subdivided down to the minimum lot sizes currently permitted under the TRMP then 6-8 dwellings could be constructed due to each lot being able to host a minor dwelling along with a main dwelling. I contest that 400m² (or 320m² for duplex dwellings) is too small to reasonably facilitate a minor dwelling in addition to a main dwelling and this argument is neither realistic nor feasible.

2) The driveway crossings and lack of on-site parking will present a hazard

- The site is located on a principal road, approximately 20m from a major intersection (roundabout) with another principal road and approximately 70m from a large school, with 2 other major schools being within a 500m radius. The combined roll of these 3 schools is approximately 2000 students. Traffic in this location reaches gridlock levels at peak rush hours around school pick-up and drop off on most days and there is a very high level of pedestrian traffic from all 3 schools. The applicant is proposing to construct one joint access crossing and two individual driveway crossings for the site and states that the crossings "are located on a straight stretch of Stanley Road and will be provided with unobstructed sightlines so as to ensure safe and effective movements onto and off Stanley Road" I would disagree with that statement. The individual driveways serving Lots 1 and 2 offer no option but to reverse out onto Stanley Road and into the flow of traffic in order to exit the property. It is impossible to see oncoming traffic from all directions from the proposed driveway locations due to the nature of the Childers Rd/Stanley Road roundabout.

- With the provision of only one car park per duplex dwelling unit and no provision at all for visitor parking there will almost certainly be a number of vehicles belonging either to residents or their visitors being parked on the road, presenting an additional hazard particularly at these peak traffic times.
- I would argue that the sheer volume of traffic at this location at peak times is fairly unique for Gisborne and means that any development proposal that only allows vehicles to leave the site by reversing onto the road is both inappropriate and dangerous.

In summary, the development is inappropriate for the site given its location and the nature of the surrounding environment. I agree with the comment from the processing planner that **"the proposal is likely to have adverse effects on residential amenity values that are more than minor in the context of the surrounding environment."** I feel that 4-5 dwellings would be a far more appropriate fit, although even this level of development is still "dense" in Gisborne terms. While I acknowledge the ongoing shortage of housing in Gisborne, we still have a relatively small population and I see no reason to be squeezing people into spaces in this manner which is only necessary in our major cities such as Auckland and Wellington. We have rules in the TRMP for a reason- to protect the lifestyle and the environment that makes Gisborne a great place to live. These rules were developed specifically for our region and for the most part serve us well.

I oppose the proposal and recommend that the application be declined in its current form. The activity will have adverse effects on amenity values and the environment that are more than minor. The proposal represents a significant departure from the standards, rules and policies of the TRMP and does not align with the residential urban development vision for this area laid out in the Tairāwhiti Future Development Strategy 2024-2054.

I do not wish to speak to my submission.

Kind regards,

Melanie Cheetham
509 Childers Road
Te Hapara
Gisborne
027 8386513



Melanie Cheetham

Senior Regional Biodiversity Advisor

Te Kaunihera o Te Tairāwhiti - Gisborne District Council

E: Melanie.Cheetham@gdc.govt.nz | **P:** +64 6 867 2049, 0800 653 800

A: 15 Fitzherbert Street, Gisborne | **Web** | **Fb** | **App**

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