

## APPENDIX 4

<i>Grounds for objection</i>	<i>Objectors</i>	<i>Officers comments</i>
<p>1. Adverse effects - Front Yard Rule and Stability</p> <p>The adverse effects which would result from any development on this site or sites are such that this road stopping should not proceed. The geotechnical report indicates the site is unstable, and Council's property officer suggests in his report, that to solve this, the part of section nearest the road frontage could be developed, but this will require resource consent to infringe the district front yard requirements. This is unacceptable as it will adversely affect the character of the streetscape in this area which is to have buildings set back from the road frontage by at least 2.5 metres.</p>	<p>Stephanie Chung</p> <p>Kathryn Ellis</p> <p>Andrew &amp; Carmen Godinez</p> <p>Gavin Hoar</p> <p>P Potiki</p> <p>Alan Robb</p> <p>M &amp; C So</p> <p>Ron Zoest</p>	<p>Officers comments to be completed for final report</p>
<p>2. Increased road congestion</p> <p>If the road stopping goes ahead and development proceeds there will be increased congestion caused by on street parking as there is very little or no space for parking on the new proposed development. This will create difficulties for both land owners on the upper side of Jaunpur Crescent and through traffic.</p>	<p>Kathryn Ellis</p> <p>Andrew &amp; Carmen Godinez</p> <p>Gavin Hoar</p> <p>P Potiki</p> <p>M &amp; C So</p> <p>Ron Zoest</p>	<p>Officers comments to be completed for final report</p>
<p>3. Stability of carriage way not addressed</p> <p>The Council commissioned report doesn't address how the proposed development would affect the road, during adverse natural events (slip, earthquake etc)</p>	<p>Kathryn Ellis</p> <p>Gavin Hoar</p> <p>Sam Koh</p> <p>P Potiki</p> <p>Ron Zoest</p>	<p>Officers comments to be completed for final report</p>

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<p>4. How land was shown on District Plan maps</p> <p>The planning maps clearly show a dotted line along the Jaunpur Road frontage. There was no legal boundary along this frontage as the area of road and proposed section were all one allotment when the district plan was notified and when I brought my section. I would expect any change to this notation on the planning maps to require a District Plan change especially in this case where the implications are more than just a map adjustment. While part of this new proposed site is zoned residential it is not usual for residential sections to be also classified as unformed legal road. The effect of the unformed legal road designation means development is limited only to those activities permitted on legal road such as uncovered decks or garden, and only where these have no adverse effects on neighbours. The proposal to stop the unformed road designation will totally change what can happen on this site which will adversely affect my property and other properties in the area.</p>	<p>P Potiki Ron Zoest</p>	<p>Officers comments to be completed for final report</p>
<p>5. Size of land larger than normal road stopping applications</p> <p>The size of the land involved 3677m<sup>2</sup> in this road stopping application and the effects of this proposal are larger than normal residential road stopping applications. Most residential road stopping applications involve minor boundary adjustments, where an adjoining land owner requires a bit of former road reserve for parking or as a bit of garden. This is not the situation in this case, which will result in the creation of a very large</p>	<p>Julie Horn Sam Koh Georgina Marks V Naidoo P Potiki Ron Zoest</p>	<p>Officers comments to be completed for final report</p>

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<p>section 3,687.8 square metres in area or a number of sections.</p>		
<p>6. If land was subdivided in six lots that would require a discretionary use unrestricted resource consent</p> <p>The proposed road stopping applies to an area of land measuring 3,687.8 m<sup>2</sup> in area which was originally part of a larger area of land in front of my section which measured 5421m<sup>2</sup> in total. If this area is further subdivided into 5 sections as proposed then Council has effectively created 6 lots, (a road and 5 sections). A subdivision creating 6 lots requires a discretionary use restricted resource consent, because it is recognised in the District Plan that such applications create adverse effects and it is appropriate to decline such applications where these effects cannot be managed.</p>	<p>Sam Koh Theresa Nava P Potiki Ron Zoest</p>	<p>Officers comments to be completed for final report</p>
<p>7. Existing land owners denied opportunity to purchase land</p> <p>As an existing land owner I have been denied the opportunity to purchase the land. I brought my current section across from the proposed road stopping and was given the understanding that this land could not be built on. I purchased my section with some certainty that no housing could be built in front of mine. Had this land been available I would have considered purchasing it. Thus the council have denied me the opportunity to purchase land.</p>	<p>Diane Anderson P Potiki Ron Zoest</p>	<p>Officers comments to be completed for final report</p>
<p>8. Stability of the Land being Road Stopped</p> <p>If the road stopping goes ahead and the land is subdivided into 5 lots as is</p>	<p>Julie Horn Georgina Marks V Naidoo</p>	<p>Officers comments to be completed for final report</p>

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<p>proposed and housing developed as detailed in the Council commissioned Geotechnical report, the new owners will be free to undertake minor earth works such as retaining walls less than 1.2 metres in height as well as plant trees develop gardens and other minor earthworks that are not subject to granting of consents. The land would then become much less stable than it is now and may slip due to water ingress and earthquakes.</p>	<p>Theresa Nava</p>	
<p>9. Reduction in privacy</p> <p>If the road stopping succeeds the development that is proposed would overlook and drastically reduce the privacy of properties in Kanpur Road below the development.</p>	<p>Julie Horn Georgina Marks V Naidoo Theresa Nava</p>	<p>Officers comments to be completed for final report</p>
<p>10. Views would be obstructed by future development with negative impact on property valuation</p> <p>If the road stopping goes ahead it will affect the view from my property which will affect the type of buyer that would be interested in purchasing my property, which would affect the price and or amount of time needed for sale by reducing its desirability.</p>	<p>Diane Anderson Kathryn Ellis</p>	<p>Officers comments to be completed for final report</p>
<p>11. New Sunlight Access Plane Restriction.</p> <p>For my specific case it changes the south boundary of my property from a front boundary to a side boundary, making it subject to sunlight access plane where there is currently no such restriction. Parking / Congestion. I struggle to drive past when cars are parked opposite each other near the south end of Jaunpur</p>	<p>Andrew &amp; Carmen Godinez</p>	<p>Officers comments to be completed for final report</p>

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<p>Crescent. Development of the Reserve will aggravate the situation. Cars park near the intersection of Nalanda and Jaunpur Crescent such that you have to drive in the middle of the road, right over the solid white line in Nalanda before turning right into Jaunpur.</p>		
<p>12. Safety</p> <p>I am lodging a submission against the proposed opening of road land in the suburb of Broadmeadows in Wellington, between properties at 8 and 28 Jaunpur Crescent, for purposes of property development. My concern relates to safety issues. This land is on a very steep slope; it is not possible to develop safely in this area, given that in Wellington major earthquakes are to be expected. Any development would, in my opinion, pose a huge risk to new properties as well as to the properties situated directly below, in Kanpur Road. Given that my own property is located directly beneath these steep sections, I have a concern. I believe that the sections are not appropriate for development, ie for building houses given the steep incline.</p>	<p>Srecko Antoncic</p>	<p>Officers comments to be completed for final report</p>
<p>13. Potential new wind channel effect</p> <p>Refer Appendix 5.</p>	<p>Dirk Anderson</p>	<p>Officers comments to be completed for final report</p>