

60

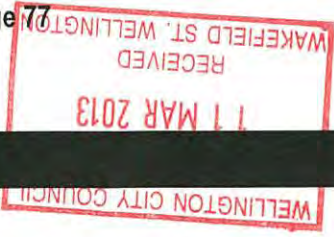
WELLINGTON CITY DISTRICT PLAN – DPC77



Submission form on publicly notified Proposed District Plan Change 77

Curtis Street Business Area

FORM 5 Clause 6 of First Schedule, Resource Management Act 1991



SUBMISSIONS CAN BE

Posted to	District Plan Team Wellington City Council PO Box 2199 Wellington 6011
Delivered to	Ground floor reception Civic Square/101 Wakefield Street Wellington
Faxed to	801 3165 (if you fax your submission, please post or deliver a copy to one of the above addresses) Please use additional sheets if necessary.
Emailed to	district.plan@wcc.govt.nz

We need to receive your submission by 5pm, Monday 11 March 2013.

YOUR NAME AND CONTACT DETAILS

Full name MICHAEL AND RACHEL ROTH		
Full address 25 CURTIS STREET KARORI 6012		
Address for service of person making submission		
Email roth@paradise.net.nz	Phone 9702345	Fax

TRADE COMPETITION AND ADVERSE EFFECTS (select appropriate)

I could / could not gain an advantage in trade competition through this submission.

I am / am not directly affected by an effect of the subject matter of the submission that:

(a) adversely effects the environment, and

(b) does not relate to the trade competition or the effects of trade competitions.

Delete entire paragraph if you could not gain an advantage in trade competition through this submission.

THE SPECIFIC PROVISIONS OF PROPOSED DISTRICT PLAN CHANGE 77 THAT MY SUBMISSION RELATES TO ARE AS FOLLOWS (Please continue on separate sheet(s) if necessary.)

35.2.44 see attached sheet

MY SUBMISSION IS THAT

(You should include whether you support or oppose the specific provisions or wish to have them amended. You should also state the reasons for your views. Please continue on separate sheet(s) if necessary.)

See attached sheet

WE SEEK THE FOLLOWING DECISION FROM THE COUNCIL *(Please give precise details.)*

See attached sheet

PLEASE INDICATE BY TICKING THE RELEVANT BOX WHETHER YOU WISH TO BE HEARD IN SUPPORT OF YOUR SUBMISSION

- I wish to speak at the hearing in support of my submissions.
- I do not wish to speak at the hearing in support of my submissions.

JOINT SUBMISSIONS


- If others make a similar submission, please tick this box if you will consider presenting a joint case with them at the hearing.

IF YOU HAVE USED EXTRA SHEETS FOR THIS SUBMISSION PLEASE ATTACH THEM TO THIS FORM AND INDICATE BELOW

- Yes, I have attached extra sheets.
- No, I have not attached extra sheets.

SIGNATURE OF SUBMITTER

*(or person authorised to sign on behalf of submitter)
A signature is not required if you make your submission by electronic means.*

Signature  Date 11/3/2013

Personal information is used for the administration of the submission process and will be made public. All information collected will be held by Wellington City Council, with submitters having the right to access and correct personal information.

SUBMISSION ON PROPOSED DISTRICT PLAN CHANGE 77

CURTIS STREET BUSINESS AREA

The specific provisions of proposed District Plan Change 77 that relate to our submission are as follows:

35.2.4.4

To ensure that the traffic generated by development and activity does not impose significant adverse effects on local residential streets.

Opus International detail in their report that the road width in the vicinity of the site is 6.2 m which is less than the desirable 7.2 m as Curtis Street is classified as a Principal road. The traffic count in the report has little relevance for council re-zoning, as it does not reflect the actual useage once the Kindercare site is operational later this year. Kindercare is the adjacent neighbour to the site in question and all activity surrounding it has a huge implications when considering the re-zoning of the vacant land. It is also worth noting that the average vehicle speed along various points of Curtis Street were above the 50kph allowable.

In a summary Opus has determined that "approximately 100 additional trips can be generated by the site before the performance of the Curtis St approach to Chaytor St begins to deteriorate" . In a few months time that number of traffic movements will be exceeded. Council granted full resource consent to Kindercare to operate with 25 staff and 100 children. This will generate 50 staff vehicle movements per day and potentially 200 parent vehicle movements in the morning and 200 again in the evening. A total of 450 extra vehicle movements on Curtis St during the week.

Before consent was granted to Kindercare, Council had their Principal Planner for Transport Brendon Stone prepare a report which included the following "the peripheral location of this poorly connected site I suggest lends itself to a smaller child care operation of 70 pupils for which the proposed on-site and available kerbside parking for staff and the drop off and pick up of children would better cope with the expected high demand from car bound pupils and staff. As an aside, possible further development at the northern end of Old Karori Rd, as a possible permitted activity in accordance with a new commercial land use zoning, would likely only add to the issue of vehicular comings and goings and on-street parking in this dead end street".

His recommendation for a reduction in pupils and staff, was I believe mainly due to the traffic and parking issue involved. This was REJECTED by the Council commissioners. I submit that in a few months time the operation of this large childcare centre will significantly impact on the surrounding roading network. This needs to be appreciated by council when considering the re-zoning of the site in question.

35.2.5.2

A significant increase in traffic that would be incompatible with the capacity of adjoining roads and their function in the road hierarchy, or would lead to unacceptable congestion.

The traffic movements associated with Kindercare alone will lead to unacceptable congestion at peak times. Permitting retail activity on the site in question will only further increase volumes on a narrow, curving road where visibility for safe turning combined with high traffic speeds result in a potential for accidents.

An on-street parking demand that extends into Residential Areas and/or leads to unsatisfactory parking arrangements.

The site in question has a southern boundary that extends to the turn off from Curtis St into Old Karori Rd, (i.e.) directly opposite the main entrance to Kindercare. This section was often used by patrons of the Karori Garden Centre when no angle parks were available. We submit that this will be used by parents when no parks are available, forcing them to cross the road to get to the centre. Any business or retail activity on the site in question will most certainly use the Old Karori Rd as an access way and immediately this presents a traffic hazard, both vehicle versus vehicle and vehicle versus human. Consent was granted for unsatisfactory parking arrangements for Kindercare. Only 5 on-site parks are for parents. The rest will have to park in an angle park outside and no doubt the overflow will park across the street. Centre users will have to reverse out into oncoming traffic and turn in front of the new entrance to the business site to exit Old Karori Rd.

The creation of a Curtis St Business Area, no matter what conditions are put in place, will result in what is currently a cul-de-sac being opened up for use for cars, trucks, service vehicles etc, etc. This will mean large volumes of traffic passing within metres of a busy childcare centre. Angle parking outside the centre means cars have to reverse into oncoming traffic. Council should have public safety on the discussion list as potential for accidents are high when children and toddlers are involved with on street pick up and drop off. This is caused by inadequate on site parking that Council allowed despite warnings from your own Transport Planner.

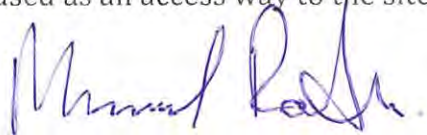
The creation of an unacceptable road safety risk.

We submit that the change of land use resulting in a cul-de-sac becoming an access road will pose an unacceptable road safety risk for users of Kindercare and close neighbours of the site. A commercial /retail development on this site will generate traffic. Council granted consent to Kindercare that provided only 25 carparks for 125 users. 11 of those are kerbside angled parks. Clearly there is

already potential for accidents even before this re-zoning takes place. Making the southern boundary an entrance for retail and business just further increases the potential road safety risk for everyone. As close neighbours of the site and Kindercare we ask the Council to take into account all the issues surrounding this re-zoning and be mindful of what has already been granted consent.

We seek the following decision from council:

Due to unacceptable road safety risk we request that the southern boundary not be used as an access way to the site.



Michael and Rachel Roth

25 Curtis Street

Karori 6012