

30.08.2021

Proposed Development

To the Panel of the Alternative Environment Court:

I write in further appreciation of being able to resubmit comments on the proposed development at 360 Dominion Road (88 Prospect Terrace and 113 Grange Road) in accordance with the Covid (fast track consenting) Act 2020.

I have read and viewed the many submitted scenarios along with Todd Longwell's new revised Scenario D model.

These scenarios create confusion, due to the numerous scenarios that have been submitted, with admissions of numerous flaws in the differing scenarios and all with the obvious profoundly disadvantaged effects on the traffic on the residential side roads of Mt. Eden.

For example, the decision to make amendments to scenario A was because of the effect scenario A had on delays and queuing on the Prospect Terrace/Grange Roads intersections - table 7.

This model shows large increases in delays and queue length on both Prospect Terrace and Grange Road, extending back to, past and within the site, to the point where the site would effectively be unable to function.

Scenario B option was not supported due to the transport effects on other road users, predominantly pedestrians.

Scenario C's predicted changes in average delays and queue lengths because of introducing a northbound bus lane are shown to be relatively minor.

It is my understanding that Scenario D (preferred) involves a signalisation of a 3 way intersection crossing, one on Prospect Terrace with another continuing across Dominion Road and a third pedestrian crossing at Burnley Avenue. There is no pedestrian crossing from Burnley Avenue back across Dominion Road.

These three individual signalised crossings will increase the pedestrian crossing distance from up to three times longer with pedestrian phases and hold times at the intersections being in question regarding the safety aspects of the manoeuvre for pedestrians (Stantec report).

Pedestrians will be forced to cross at the Prospect/Dominion Road pedestrian crossing inbetween three lanes of Traffic. There will be extreme congestion with potentially "push through" of vehicles at this intersection, resulting in pedestrians being forced to navigate around vehicles part way over the pedestrian crossing.

Residents of Claire house using zimmer frames and generalised reduced mobility would warrant concern of alarming proportions in trying to navigate this congested intersection.

The splitter island will be hazardous with pedestrians waiting on top on the Island in the middle of three lanes of idling cars, breathing in the discharged pollutants while waiting for vehicles to move.

Turning left from Dominion Road into Prospect Terrace will be a slow manoeuvre as the distance from the intersection on Prospect Tce/Dominion Road to the supermarket entrance, only allows for 14 vehicles. This will create a bumper to bumper queue of cars all waiting to make a right turn into the supermarket with another queue of idling cars all trying to make a left/or right hand turn from the site onto Dominion Road. This is no evidence of a light control directing traffic into the supermarket at the entry gate, be it a right hand or left hand turn into the entry, causing more street congestion.

Scenario D Saturday peak, table 19, summarises the modelling performance characteristics with two exit lanes on Grange and Prospect Terrace at the Dominion Road intersection, and with traffic signals at the Dominion Road /Prospect terrace intersection. Again, the model predicts significant increases in delay and queuing on the side roads of Prospect Terrace and Grange during Saturdays and peak periods. Cars will also come in through the top of Prospect Terrace via View Road, to navigate the supermarket and avoid the congestion at the Dominion Road /Prospect Terrace intesection adding more vehicles on Prospect Terrace.

Street parking on Prospect Terrace is limited, with supermarket workers and apartment tenants sharing accommodation, working and living with insufficient parking spaces as per the design, will again add to the parking complexities on Prospect Terrace and Grange Roads.

The view and street outlook for Residents directly outside the gates of Claire House every afternoon and Saturday mornings will be one of bumper to bumper idling cars, discharging pollutants into the atmosphere. Claire house staff, visitors, residents, delivery trucks and ambulances will have difficulty driving through the queued cars and will not be able to make a right hand turn from Claire House into Prospect Terrace to access Dominion Road during these times. This will have a detrimental effect on the day to day practical functioning of Claire House Aged Care with the added threat of delayed accessibility for ambulances and emergency vehicles to progress through the street.

Supermarkets do not attract authentic pedestrians (other than to walk to and from their cars) as they require vehicles to transport their heavy shopping bags, nor will it attract cyclists, as the unsafe vehicle congestion and resultant pollution will prove a discouragement due to compromised safety levels recognised by this group.

Claire House aged care residents have the ineluctible right to live upon and share Prospect Terrace without being forced to live in a commercial dominance of unsafe and congested proportions directly outside their gates.

I have lived and worked on Prospect Terrace for 36 years and know the traffic well and how it has predictably increased over the decades. Longterm traffic knowledge derived from observation and experience on Prospect Terrace, has an innate reliabilty beyond that of graphs and devised, albeit flawed, scenarios.

The Unitary plan contains a range of policies that encourage mutually supportive land use and public transport provisions. The Regional Policy statement, transport section, (statement four) aims to: avoid, remedy or mitigate adverse effects on the quality of the environment and amenity values and the health and safety of people and communities. I would like to think that statement 4 could be applied as relevant in this conflict of opinions.

The commerciality of the proposal should be retained on the commercial frontage of 360 Dominion Road and not change and erode the very nature of the residential side streets with blatant disregard for personal safety and increased pollution from traffic congestion, at significant costs to the residents. The side streets of Mount Eden should remain as they were planeed for, that of safe residential streets.

The acceptance of the entry and exits of the supermarket traffic on the residential side roads of Prospect and Grange (along with changes to other residential side roads) of the 360 Dominion Road commercial proposal to enter these streets, will end the existence of the residential streets as they are known and have been enjoyed for generations.

The proposed apartment block with a landscaped shopping precinct that will attract pedestrians in community integration is fully appreciated, but the compromise and destruction of the residential side streets, in particular Prospect Terrace and Grange Roads, in preference to a supermarket duopoly will be a sad day in Mt Eden history.

In summation, I respectfully urge you to consider my concerns in an attempt to create a cohesive plan that with mitigate the negative effects on Mount Eden residents living on the residential streets of Mount Eden.

Glenda Kingsbeer

A handwritten signature in blue ink that reads "G. C. Kingsbeer". The signature is written in a cursive style and is positioned above a horizontal line.

Manager/ Owner Claire House