

Your Comment on the Arataki project

Please include all the contact details listed below with your comments and indicate whether you can receive further communications from us by email to substantive@fasttrack.govt.nz.

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
Organisation name (if relevant)	N/A		
First name	Jeremy and Lyn		
Last name	White		
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Home phone / Mobile phone	[REDACTED]	Work phone	N/A
Email (a valid email address enables us to communicate efficiently with you)	[REDACTED]		

2. We will email you draft conditions of consent for your comment			
<input checked="" type="checkbox"/>	I can receive emails and my email address is correct	<input type="checkbox"/>	I cannot receive emails and my postal address is correct

Please provide your comments below, include additional pages as needed.

Thank you for the opportunity to have input with regard this Fast-track proposal.

From the outset Woods/CDL have portrayed this development as being complementary to and of a similar nature as existing housing in its immediate vicinity. It is also apparent that the plan is founded on allowing the maximum number of lots physically possible on the overall site.

However, these plot sizes are considerably smaller than those existing either in the immediate vicinity, or in a comparable recent subdivision “Brooklands” in Brookvale Road.

Specifically, we have calculated that the average plot size (for recent constructions) in the south end of Arataki Road (#73-93) is 737sq m; in the Brooklands subdivision 574sq m. Our own property

(87A) at 680sq m, is one of the smaller ones in Arataki Road, but even that is 230sq m (51%) larger than the average in the proposed development, stated at 450sq m.

The application notes the ‘potential for lower residential land prices due to increased supply’. This would seem to be merely a function of having significantly smaller than the norm sections for Havelock North.

The application allows for one or two storied constructions – currently there are no two storied dwellings in this vicinity – they were not permitted to be built.

In fact the whole development appears to have been designed in Auckland, on an Auckland highly intensified model, but without the benefit of good public transport connections ie suburban rail.

We see the plan allowing for the creation of multiple rows of two storied terrace units, which may be an acceptable housing solution in the context of a large city, but totally contrary to the village atmosphere that has always been encouraged by Council in Havelock North.

With many households operating at least two motor vehicles, the transport engineer takes a very localised view with his contention that the addition of (say) 300 vehicles in their daily movements, will have minimal effect on Arataki Road. There is already bumper to bumper traffic in parts of Havelock North at certain times of the day, and carparks in the village are often hard to come by.

Given the confined spaces within the proposed development, we would envisage many vehicles will end up being parked along both sides of Arataki Road, creating a new risk. Arataki Road is already quite a major thoroughfare between various points, being used by commuters and large commercial vehicles.

We are still in Spring and yet the Hastings District Council is already asking residents to conserve water. Which begs the question from where are these additional 171 dwellings going to source their water for domestic requirements; their garden water; their car wash water?

We note that the subject site is currently classified as “highly productive”, although CDL seeks to view it as otherwise. Presumably the land being converted to “Residential”, would need to be a “condition precedent” to any Fast-track approval.

We have to draw attention to the proposal’s inclusion of the overhead images of the old mushroom factory premises on Brookvale Road, and only somewhat adjacent to the proposed site. This could lead a reader to believe that the existing Arataki Road has a commercial/light industry component. What the images do not show is that the various mushroom growing premises are sited on a terrace approximately 10 metres below the present building level and totally out of view, and hearing.

Our area, as currently developed, is prime residential. Approval of the current CDL proposal would significantly detract, and negatively impact the value/saleability of the home, in which we have invested.

We have always had the view that development of this site would occur, but never envisaged it being so much more intensified, as in this proposal.

As such, and in view of the foregoing, we consider it inappropriate for this proposal to be “Fast-tracked”, thus avoiding normal planning considerations.

Thank you for your comments