

8 June 2022

EPA reference: FTC000037 > Karaka North Village

To Whom It May Concern

We own the property located at [REDACTED] that is adjacent to the Karaka North Village development proposed on an 81-hectare block in Karaka North (69A Dyke Road and 348 Linwood Road, Papakura).

We have two concerns with the current proposed development (Roading and Management of Water):

1) Roading

The initial proposal was for 460 lots – this has now been proposed to be 850 lots. This substantial increase requires further review as it changes a great many previous assumptions.

Normally we'd be all for a roundabout at the intersection at Linwood and Dyke road however we do not believe a round-about is the best option.

We believe traffic lights, widening Linwood Road and adding a clearway adjacent to Rosewood Lane better protect pedestrians, reduce traffic congestion and provide us and our neighbours with continued amenity.

There are 4 reasons we believe traffic lights, widening the road, and a clearway adjacent to Rosewood Lane should be considered:

a) Manage congestion

While it is cheaper and usually more efficient to install a roundabout, the volume of traffic using Linwood and Dyke road is higher than the report (contained in Appendix 47) shows and has a more uneven balance than the report shows. Additionally, the number of vehicles using Linwood will continue to increase because of the other developments Council has approved that all use this road to feed into Auckland (noting as just a few examples that there is another development consented for 112 lots at 304 Linwood Road that feeds onto Linwood Road and another for 90 lots at 36 and 38B Dyke Roads).

The traffic is not equally spread across the four directions (nor will it be in the future). Because of the unequal spread of vehicles, under a proposed roundabout people will not be as inclined to use Dyke road (because they will have to give way to the people on Linwood) – instead they will use the feeder road from the development onto Linwood road putting more pressure onto Linwood. This will mean that congestion is increased because of the roundabout rules and drivers will find it more difficult to enter Linwood Rd.

Traffic volumes were surveyed on Thursday 24 and Saturday 26 October 2019 (pre covid-19 restrictions). The numbers quoted in the report are under-represented through no fault of the reporter – simply the developments in Clarkes Beach and Waiuku that utilise Linwood Rd have now gone ahead and these were not accounted for during the period surveyed. There are many more developments like these that are 'up and down the line' that will mean traffic will only continue to significantly increase on Linwood putting an unequal amount of traffic flow pressure on the West/East trip into and out of Auckland. It seems like

traffic congestion is an afterthought and the local authorities are determined to turn Linwood Rd into Auckland's longest carpark.

b) Safety for other road users (pedestrians and cyclists)

Council plans to put a sports ground into the adjacent area which will mean people are going to need to cross from the Karaka North development to the sports ground. Crossing at a roundabout is far more dangerous than crossing at lights and people with sight impairments won't be able to safely do this without the use of traffic lights – thus a roundabout will disadvantage them. We suggest taking out the proposed pedestrian crossing and replacing it with traffic lights so everyone is able to safely traverse the area. We think this is particularly important given the projected volume of vehicles that will be using this road.

Cyclists currently ride their bikes around this area – there is a meet about once a quarter – they hire out the Karaka Hall. Traffic lights are going to make it safer for these cyclists to continue to use this area – keeping the current amenity high.

Additionally we have school buses that drop off outside the proposed development with a proposed 837 residential lots and the average household in NZ owning 2 cars that puts an additional 1674 cars onto Linwood Road. And that's only using the current development – it doesn't speak to the developments in Clarkes Beach, Waiuku, Kingseat that are yet to really take off.

We believe a roundabout does not provide the best level of safety for pedestrians and cyclists who use and will use this area in the future.

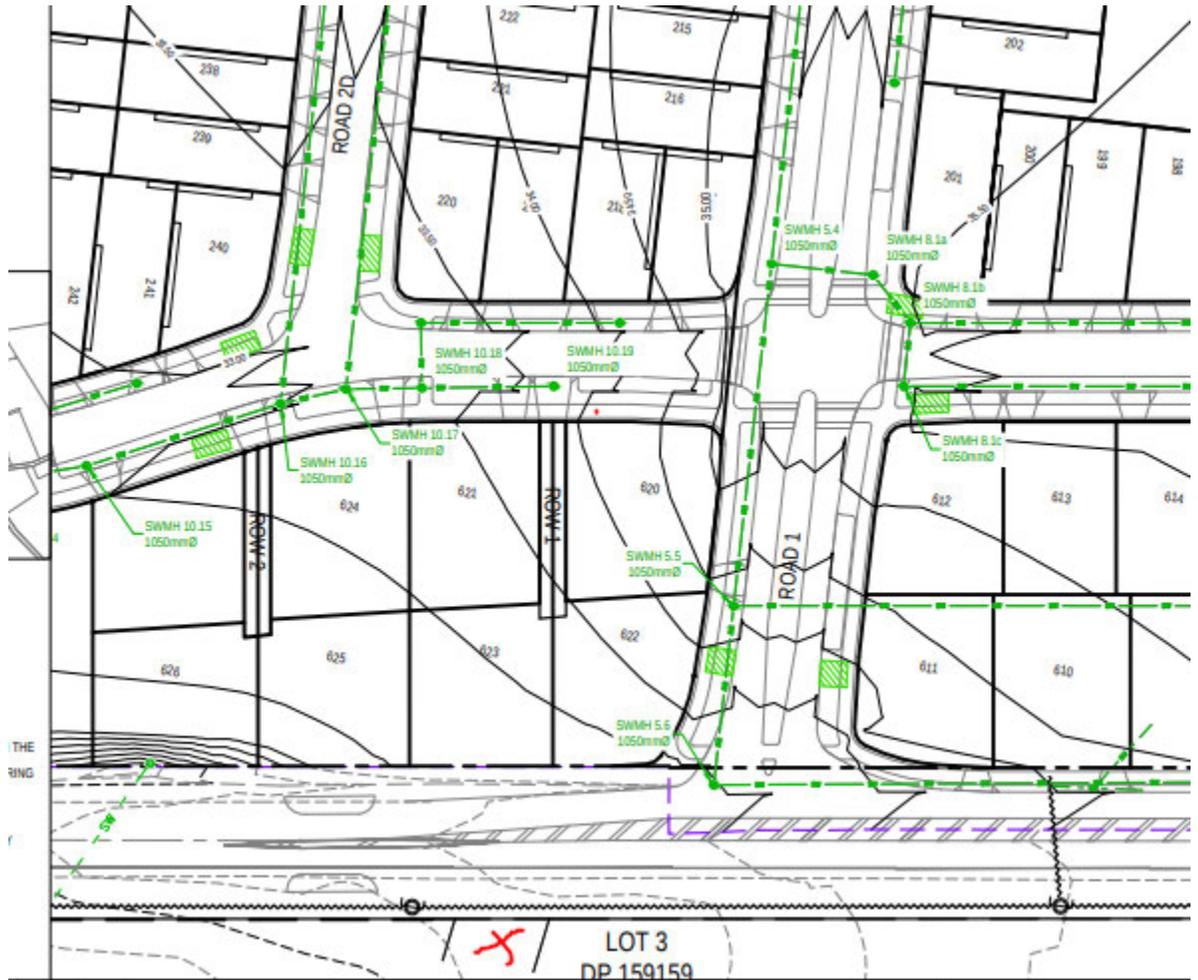
c) Public transport

The intent is to put public transport in to feed this area too (particularly because of the sports ground) and with traffic lights you will be able to include a transponder that logs in to the intersection and provides better green times for the bus route.

You will also be able to coordinate this traffic and the flow onto the Auckland Motorway by coordinating these lights with the lights in Hingaia. We believe a roundabout is not going to be as efficient at controlling bus timetabling as lights are.

d) Clearway on Linwood Rd to enable safe access from Rosewood Lane

As the submission application and many of the other reports attest the properties to the south of this development are lifestyle blocks. We, along with 7 of our neighbours, access Linwood Road via the Rosewood Lane entry from a lifestyle block (marked with an X on the civil engineering roading plans appendix 5 part 4 – page 23 and 22).



Note the close proximity of the developments entry way to the Rosewood entry way. We do not believe this close proximity of the Rosewood entry way to Linwood Road will enable safe merging of traffic from Rosewood onto Linwood. Additionally the hash tagged area will be used by cars travelling from the West to 'overtake' people turning into the development from the West. We believe this entry way should be relocated further to the East.

We would also like to request that a clearway be added adjacent to the Rosewood Lane entry allowing for safer passage of vehicles including trucks, horse floats etc onto Linwood Road. We would like to see this happen so that cars backed up do not sit across and / or block our ability to exit or enter Rosewood Lane.

Traffic lights, moving the entry way of the development onto Linwood further to the East and a clearway would mean we and our neighbours are more able to safely join Linwood road.

Ideally the road travelling East to West would also be widened to provide two lanes at the start of the Karaka North development in the Western corner to allow for vehicles to turn safely off into the development and others to continue to the lights without being held up if there is congestion into the Karaka North development.

2) Managing water

We note that under the current application there is a forecast shortage of water (see Environmental Effects report section 3.5.11) that the application addresses by proposing that water will be purchased and then stored in a 3000m³ tank located next to the treatment plant giving a 4-day buffer of potable water and fire-fighting resource.

We believe that the calculations done around water usage were under-represented and the shortage will be greater than this.

The development also suggests that the water resource will be managed by the landholders in the development through a Resident's Society.

We believe it should be a requirement of the development that council protect the water resource further.

We also note that this level of development will mean that there is additional stormwater runoff generated.

We believe the solution to both problems (stormwater and water shortage) is to ensure that slimline rainwater tanks are a condition of every new build to each vacant lot. This is in keeping with the local amenity of the area, and is in keeping with Auckland Council best practice: <https://www.aucklandcouncil.govt.nz/environment/looking-after-aucklands-water/rainwater-tanks/Pages/default.aspx> . This requirement should be put on titles in the form of covenants on the residential lots.

Additionally, while the report states, 'it is anticipated that the appointment of a Watercare approved contractor to manage and operate the wastewater system will also manage and operate the water supply system on behalf of the Resident's Society.', we believe there should be a legal condition of the development added into the Resident's Society that a certified contractor be required to sit on the Board to eliminate all doubt and supposition around this.

Appreciate the opportunity for input.

Regards,



Paul & Denise Quinn

