



10 Dec 2020

Attention: mround@bentley.co.nz

CC: Adam.Tyrie@summerset.co.nz

SUBMISSION ON SUMMERSSET VILLAGES (PARNELL) LIMITED, NOTIFIED RESOURCE CONSENT APPLICATION.

Property Address: 23 & 41 Cheshire Street, Ngahere Terrace and Cheshire Street Road Reserve, railway land in the immediate vicinity of the site (PI 901067 10652/1 Railway Land)

Application Number: BUN60364362

Applicant's name: Summerset Villages (Parnell) Limited

Applicant's email: mround@bentley.co.nz

Application Description: Summerset Villages (Parnell) Ltd seeks to construct and operate a retirement village comprising of 8 interconnected buildings ranging from 3 - 8 storeys in height. The proposal provides 316 units (independent living and aged care units) together with a variety of common amenities and facilities, 235 parking spaces and associated works. The proposal includes works within the western end of Ngahere Terrace road reserve, the southern end of the Cheshire Street cul de sac, and a small section of railway land, to improve integration with the proposal, provide for utilities, and incorporate landscaping. Overall, consent is required as a Restricted Discretionary activity.

Our submission both supports and opposes the application.

CONSIDERATIONS IN REGARD OF SUPPORT

- Probably the most obvious positive for hospitality and retail businesses in Parnell Road would be the captive audience of 500+ residents in an upper income demographic.
- Summerset Group maintain the ownership of their developments, which has been designed by a highly reputable architectural practice.
- They put extensive effort into landscaping and internal gardens, which will be kept pristine over time.
- On the Southern side of the site, Ngahere Terrace, and its connectivity with the Domain and the western train station platform, will be improved with the introduction of the new pathways supplemented with comprehensive landscaping. This will remain public space, which is important strategically to



our objectives regarding more connectivity to The Domain and Auckland Museum. In addition, it does not stand in the way of the possible future development of the Waipapa cycleway as highlighted in the Parnell Plan.

- The current access down to Parnell station (to be called Waipapa Lane) will be significantly enhanced with its reformation, re-grading, and landscaped amenity (including lighting), and makes provision in the design for a future northern pedestrian underpass (proposed by AT), to link to Carlaw Park.
- The Parnell Plan identifies that the Parnell Train Station is an important gateway to Parnell, the Auckland Domain and surrounding areas, and that effective and attractive connections between these activities are critical for Parnell to flourish, and these considerations have been noted in this development.
- We are in support of urban densification in the City Fringe areas, and while the development is over the height restrictions on certain buildings, we believe it is appropriate in the context of buildings on adjacent land which have been granted 27m.
- We believe this is an appropriate use of the site and the negative impact is fairly localised, but it is nevertheless considerable!

CONCERNS WITH RESPECT TO OPPOSITION

Our three main concerns relate to the length of the build, traffic plus noise during the construction period.

Length of the build.

The submitter has indicated that the build could be between 6 and 7 years, which is an extremely long time to endure the negative consequences of the build. This is the major concern we have regarding the bulk on the site.

During this period of time we are very likely to see other builds in the vicinity take place. As an example, the property located at 17-21 Cheshire has recently acquired consent to build an 8-storey apartment building with rights of way over the upper portion of this driveway to provide access to the basement parking. There is no indication of how this conflict will or will not be managed during the construction phase.

The submission has noted “The need to introduce truck and other vehicle movements during the construction phases of any development always has a potential to impact on the surrounding area and road network, but a certain degree of impact for what is normally **a limited period of time** (at least in the context of the



life of the proposed development) is inevitable, and can be appropriately managed by way of conditions of consent relating to the construction period”

This build cannot be described as over a ‘limited period’ of time.

Construction Traffic

The impact of the construction period will directly adversely affect our business members and property owners in Cheshire Street, Falcon Street and Heather Street with knock on effects onto Parnell Road and Parnell Rise.

Vehicle access to the site is currently limited to a single driveway off Cheshire Street at the northern end of the site between 21 & 25 Cheshire Street, this driveway being known as Waipapa Lane. At the northern end of Cheshire Street between Heather Street and Akaroa Street, kerbside parking occurs on both sides of the road, and restricts the carriageway width to one-lane operation only. This **currently** results in occasional conflict and delay between opposing vehicles, with southbound vehicles often having to stop within the Heather Street intersection to wait for a northbound vehicle to clear the section of road. The relatively low traffic flows on Cheshire Street at present do however tend to limit the occurrence and effects of these conflicts.

We therefore cannot concur with the conclusion that an increase of between 3 and 6 trucks per hour, (or one every 5 minutes at peak construction periods), can be safely managed and will have only **minimal** effects on the road network, even with a CTMP in place.

With only one access point into the site, this amount of truck movements could also pose safety issues with both pedestrians and surrounding business and residential use.

With reference to parking, up to 13 on-street parking spaces along Cheshire Street will need to be temporarily removed to accommodate construction activity, noting that five of these spaces are currently signed as P10 spaces (Monday-Saturday). This is completely understandable. However, what is of concern is whether ‘tenant’ parking at the back of commercial buildings in Heather Street will be affected, and if so, exactly which buildings. In addition to that the removal of the temporary parking on the site, mostly used by employees in Parnell, will also have an impact.



Of concern as well is the reference to parking for construction workers, especially with regard to the statement that additional overflow parking will be made available in other parts of the site near the Parnell Rail Station and public parking will also be available on Cheshire Street/other surrounding streets. Tradies are notorious for not being respectful to parking etiquette, and there is simply no room for additional parking to take place in any of the public streets in Parnell as parking is a very scarce resource.

Construction Noise and Vibration

The CNVMP and Noise Vibration Assessment identify sensitive properties that will be directly impacted by the noise and vibration. We believe the effect will have wider impact than identified due to the elevation of the adjacent land.

It is of concern that the summary of construction noise effects notes that noise emissions associated with the construction of the Summerset retirement village are predicted to exceed the AUP construction noise limits by up to 10dB at the nearest properties overlooking the site when certain noisy activities such as excavation, piling, and/or compaction of fill is undertaken at the closest point to these properties. As noted, the majority of the adjacent buildings to the site are multi-storey apartments or mixed-use buildings, typical site hoardings/acoustic screening along the site boundaries will only be acoustically effective at ground level.

We take note of the suggested mitigation measures and communications plan, and we also acknowledge that some level of noise and vibration is reasonable, and that it is not always practicable to entirely mitigate adverse effects of noise and vibration. But given the extended length of the construction period and combined with the traffic congestion, the adjacent businesses and properties could be subjected to **unreasonable** levels of noise and vibration throughout the proposed construction period.

We also note that as a contractor has not been engaged, the final piling methodology has not been developed, and the actual method of piling will dictate the final vibration and noise levels experienced in adjacent buildings. It is important that the method selected will offer the best mitigation option.



The decision I/we would like the Council to make is

- Work with the submitter, Auckland Transport, Kiwirail and private landowners to facilitate an additional access point to the site, as this would greatly mitigate the impact of the construction traffic.
- Review the length of the build.
- Review the compliance of the noise and vibration levels.

YES I/we wish to speak in support of my/our submission.

YES If others make a similar submission, I/we will consider presenting a joint case with them at the hearing.

Name of Submitter: Parnell Business Association

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Yours sincerely

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