

12 August 2019

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[Feedback Form: Ceres Court, Rosedale - Broken Yellow Lines \[BYL-404\]](#)

Introduction

Business North Harbour, represents approximately 4,500 commercial property and business owners located within the business district north of Constellation Drive/Upper Harbour Highway and south of Oteha Valley Road. This business district attracts over 28,000 employees per day, and more than 4,500 students across the business district. AUT Millennium a national sporting centre is located within 200 meters, with an active membership of over 2,000 members.

Albany has been identified by Auckland's regional council as a strategic area of growth for Auckland (Auckland Plan 2010-2040).

If you have any questions, please do not hesitate to contact the writer.

Kind regards

SARAH DE ZWART

Relationship and Transport Manager
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Assumptions:

Business North Harbour has not undertaken independent verification of Auckland Transport's plans nor designs.

Our positioning assumes that Auckland Transport's plans are both robust and accurate. If this proves not to be the case, our position and subsequent evidence may need to change.

Our Process:

Business North Harbour was notified of the proposal on Friday 2 August 2019. We visited the immediate neighbours within the area, requesting feedback.

Our Findings:

Of all the people contacted, only one business was aware of the proposal (the complainant).

The feedback was an overwhelming negative response to the proposal, due to the result of a reduction of approximately 10 to 11 carparks.

The only business who was in support of the submission declared they were the complainant, however once recognising that there would be a decrease in parking for the area seemed to change their mind indicating that they "don't care" whether the development proceeded.

As the feedback was consistent, we completed the interviews after speaking to eleven businesses and one school.

Conclusion:

Business North Harbour representing our members concerns, **oppose** the proposal of implementing yellow lines at the end of the cul de sac, due to the loss of valuable on-street carparking.

Thank you

Sarah de Zwart