

AUCKLAND UNITARY PLAN OPERATIVE IN PART

PROPOSED PLAN CHANGE 62 (Private):

Onewa Road

SUMMARY OF DECISIONS REQUESTED

Enclosed:

- **Explanation**
- **Summary of Decisions Requested**
- **Submissions**

Explanation

- You may make a “further submission” to support or oppose any submission already received (see summaries that follow).
- You should use Form 6.
- Your further submission must be received by 3 September 2021
- Send a copy of your further submission to the original submitter as soon as possible after submitting it to the Council.

Summary of Decisions Requested

Plan Change 62 - Onewa Road
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
1	1.1	Julie Min Zou	juliemzou@gmail.com	Support the plan change	Supports the plan change as it will open up development and create higher density housing
2	2.1	Scott Landon	slandon@orcon.net.nz	Oppose the plan change with amendments	Oppose the Plan Change
3	2.2	Scott Landon	slandon@orcon.net.nz	Oppose the plan change with amendments	Seeks amendments to the plan change to install traffic lights and permit resident parking
3	3.1	Jonathon Patten	johntyhton16@hotmail.com	Support the plan change with amendments	Opposes the plan change and seeks an amendment to provide a minimum of 1 parking space per occupancy/dwelling
4	4.1	Martin Smith	janandmartin@xtra.co.nz	Decline the plan change	Oppose the plan change due to increased traffic and lack of parking
4	4.2	Martin Smith	janandmartin@xtra.co.nz	Decline the plan change	Opposes the plan change due to adverse effects of sunlight and shading from the proposed 21 metres
5	5.1	Stephen Hall	stephen.hall@bluescopesteel.com	Decline the plan change	Opposes the plan change due to effects on traffic/transport and safety issues
5	5.2	Stephen Hall	stephen.hall@bluescopesteel.com	Decline the plan change	Opposes the plan change as the proposal fails to consider parking changes to Onewa Road
5	5.3	Stephen Hall	stephen.hall@bluescopesteel.com	Decline the plan change	Seeks for the development to be limited to the same zoning as the rest of the street
5	5.4	Stephen Hall	stephen.hall@bluescopesteel.com	Decline the plan change	Oppose the plan change as not consistent with Business Mixed-use zone requirement to 'avoid significant adverse effects on residents'
5	5.5	Stephen Hall	stephen.hall@bluescopesteel.com	Decline the plan change	Oppose the plan change as the scale of development will have adverse effects. The proposal does not address the "adverse effects on the environment, including effects on infrastructure and residential amenities"
6	6.1	Chong Jin Khaw	chong@anchorltd.co.nz	Support the plan change	Approve the plan change with no amendments
7	7.1	Northcote College	fcannan@northcote.school.nz	Decline the plan change	Opposes the plan change as the school is concerned about stormwater runoff onto all fields
7	7.2	Northcote College	fcannan@northcote.school.nz	Decline the plan change	Oppose the plan change due to increased traffic, parking and student safety on already congested roads.
8	8.1	Chaofan Fu	fuf2068@gmail.com	Decline the plan change	Oppose the plan change for traffic and transport reasons
9	9.1	Jan Roberta Preston	j.rob.preston@outlook.com	Decline the plan change	Opposes the plan change due to poor urban quality
9	9.2	Jan Roberta Preston	j.rob.preston@outlook.com	Decline the plan change	Opposes the plan change due to lack of parking
9	9.3	Jan Roberta Preston	j.rob.preston@outlook.com	Decline the plan change	Opposes the plan change due to increased congestion and traffic
9	9.4	Jan Roberta Preston	j.rob.preston@outlook.com	Decline the plan change	Opposes the plan change due to the impact on safety of pedestrians of which a huge number are children
9	9.5	Jan Roberta Preston	j.rob.preston@outlook.com	Decline the plan change	Opposes the plan change due to increased pressure on existing infrastructure

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Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
10	10.1	Lisa Maria Koegler	lisa@silhouettes.co.nz	Oppose the plan change, but if approved with amendments sought	Opposes the plan change due to loss of privacy
10	10.2	Lisa Maria Koegler	lisa@silhouettes.co.nz	Oppose the plan change, but if approved with amendments sought	Opposes the plan change due to loss of sunlight
10	10.3	Lisa Maria Koegler	lisa@silhouettes.co.nz	Oppose the plan change, but if approved with amendments sought	Opposes the plan change due to increased noise from occupants
10	10.4	Lisa Maria Koegler	lisa@silhouettes.co.nz	Oppose the plan change, but if approved with amendments sought	Opposes the plan change due to littering from balconies
10	10.5	Lisa Maria Koegler	lisa@silhouettes.co.nz	Oppose the plan change, but if approved with amendments sought	Opposes the plan change due to noise and vibration generated from transport movements
10	10.6	Lisa Maria Koegler	lisa@silhouettes.co.nz	Oppose the plan change, but if approved with amendments sought	Opposes the plan change as it will affect property value
10	10.7	Lisa Maria Koegler	lisa@silhouettes.co.nz	Oppose the plan change, but if approved with amendments sought	Opposes the plan change due to social effects (emotional and financial distress)
11	11.1	Karen Dunsmore	22 Gladstone Road Northcote Auckland 0627	Decline the plan change	Oppose the plan change due to lack of parking, pedestrian safety and increased congestion
11	11.2	Karen Dunsmore	22 Gladstone Road Northcote Auckland 0627	Decline the plan change	Opposes the plan change due to tenant standards
11	11.3	Karen Dunsmore	22 Gladstone Road Northcote Auckland 0627	Decline the plan change	Opposes the plan change due to poor urban design outcomes, architecture and scale
11	11.4	Karen Dunsmore	22 Gladstone Road Northcote Auckland 0627	Decline the plan change	Opposes the plan change as the density is too high
11	11.5	Karen Dunsmore	22 Gladstone Road Northcote Auckland 0627	Decline the plan change	Opposes the plan change due to lack of infrastructure including lack of green space in Northcote
11	11.6	Karen Dunsmore	22 Gladstone Road Northcote Auckland 0627	Decline the plan change	Opposes the plan change due to noise effects
11	11.7	Karen Dunsmore	22 Gladstone Road Northcote Auckland 0627	Decline the plan change	Opposes the plan change due to environmental Impact
11	11.8	Karen Dunsmore	22 Gladstone Road Northcote Auckland 0627	Decline the plan change	Opposes the plan change as it will be a future slum
12	12.1	Martin John Gairdner	martinandkaren@xtra.co.nz	Decline the plan change	Oppose the plan change for transport/traffic effects, and lack of parking
12	12.2	Martin John Gairdner	martinandkaren@xtra.co.nz	Decline the plan change	Oppose the plan change due to lack of Green Space
12	12.3	Martin John Gairdner	martinandkaren@xtra.co.nz	Decline the plan change	Oppose the plan change due to the proposed scale being out of proportion with existing buildings in the area
12	12.4	Martin John Gairdner	martinandkaren@xtra.co.nz	Decline the plan change	Opposes the plan change due to lack of recognition of existing neighbourhood

Plan Change 62 - Onewa Road

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
12	12.5	Martin John Gairdner	martinandkaren@xtra.co.nz	Decline the plan change	Opposes the plan change due to rubbish management
12	12.6	Martin John Gairdner	martinandkaren@xtra.co.nz	Decline the plan change	Opposes the plan change due to lack of infrastructure
13	13.1	Kathryn Ann Bingham	katebingham99@gmail.com	Decline the plan change	Oppose the plan change due to overloading of the existing infrastructure including water and waste water.
13	13.2	Kathryn Ann Bingham	katebingham99@gmail.com	Decline the plan change	Oppose the plan change due to transport/traffic effects due to increased traffic and cars parking in Gladstone Road.
14	14.1	Gillian Hope McGregor	hopegill@xtra.co.nz	Decline the plan change	Oppose the plan change due to transport/traffic effects, and pedestrian safety
14	14.2	Gillian Hope McGregor	hopegill@xtra.co.nz	Decline the plan change	Opposes the plan change due to scale of proposed development
14	14.3	Gillian Hope McGregor	hopegill@xtra.co.nz	Decline the plan change	Opposes the plan change due to poorly built buildings
14	14.4	Gillian Hope McGregor	hopegill@xtra.co.nz	Decline the plan change	Opposes the plan change due to lack of green space
15	15.1	Anne Whitcombe	aaswhitcombe@gmail.com	Decline the plan change	Opposes the plan change as it shows no regard for the existing
15	15.2	Anne Whitcombe	aaswhitcombe@gmail.com	Decline the plan change	Opposes the plan change due to lack of green space
15	15.3	Anne Whitcombe	aaswhitcombe@gmail.com	Decline the plan change	Opposes the plan change due to lack of parking provisions
15	15.4	Anne Whitcombe	aaswhitcombe@gmail.com	Decline the plan change	Gladstone Road and Onewa Road are at capacity, concern for road safety for road users and pedestrians
15	15.5	Anne Whitcombe	aaswhitcombe@gmail.com	Decline the plan change	Opposes the plan change as there are no provisions for eco-friendly environment
15	15.6	Anne Whitcombe	aaswhitcombe@gmail.com	Decline the plan change	Opposes the plan change due to disruption to the well established community
15	15.7	Anne Whitcombe	aaswhitcombe@gmail.com	Decline the plan change	Opposes the plan change due to poor air quality for the housing amongst high density traffic
15	15.8	Anne Whitcombe	aaswhitcombe@gmail.com	Decline the plan change	Opposes the plan change due to no cycle paths for occupants
15	15.9	Anne Whitcombe	aaswhitcombe@gmail.com	Decline the plan change	Opposes the plan change due to no supermarket within walking distance
15	15.10	Anne Whitcombe	aaswhitcombe@gmail.com	Decline the plan change	Opposes the plan change due to lack of parking
15	15.11	Anne Whitcombe	aaswhitcombe@gmail.com	Decline the plan change	Opposes the plan change as will create an urban slum
16	16.1	Ashley Trevor Matuschka	ash.matuschka@gmail.com	Decline the plan change	Oppose the plan change for transport/traffic effects, and lack of parking and the associated safety for children commuting on foot.
17	17.1	Bonita Margaret Chatfield	Bonniec@cpc.co.nz	Support the plan change with amendments	Oppose the plan change due to proposed building height and shading effects

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Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
17	17.2	Bonita Margaret Chatfield	Bonniec@cpc.co.nz	Support the plan change with amendments	Oppose the plan change due to lack of green space
17	17.3	Bonita Margaret Chatfield	Bonniec@cpc.co.nz	Support the plan change with amendments	Oppose the plan change due to traffic/transport effects; and lack of parking for existing residents/businesses as well as proposed commercial premises
17	17.4	Bonita Margaret Chatfield	Bonniec@cpc.co.nz	Support the plan change with amendments	Oppose the plan change due to the effects on local centres
17	17.5	Bonita Margaret Chatfield	Bonniec@cpc.co.nz	Support the plan change with amendments	Oppose the plan change due to waste management reasons
17	17.6	Bonita Margaret Chatfield	Bonniec@cpc.co.nz	Support the plan change with amendments	Oppose the plan change due to significant adverse effects on neighbouring residential properties
17	17.7	Bonita Margaret Chatfield	Bonniec@cpc.co.nz	Support the plan change with amendments	Oppose the plan change due to the effects on the environment
18	18.1	Interchem Agencies Ltd ATTN: Mark Evans	mark@interchem.co.nz	Support the plan change	Support the plan change as the development will add to the aesthetics of the area and will also benefit the community/local businesses
19	19.1	Denise Walker	dmwalker200@gmail.com	Decline the plan change	Oppose the plan change for transport/traffic effects, and lack of parking, and pedestrian safety
19	19.2	Denise Walker	dmwalker200@gmail.com	Decline the plan change	Oppose the plan change due to urban form (height, privacy and shading)
19	19.3	Denise Walker	dmwalker200@gmail.com	Decline the plan change	Oppose the plan change, seeks low rise townhouses
20	20.1	Auckland Transport ATTN: Liam Burkhardt	liam.burkhardt@at.govt.nz	Decline the plan change, but if approved make the requested amendments	The decisions which Auckland Transport seeks from the Council are set out in Attachment 1.
20	20.2	Auckland Transport ATTN: Liam Burkhardt	liam.burkhardt@at.govt.nz	Decline the plan change, but if approved make the requested amendments	seeks any consequential amendments required to give effect to the decisions requested.
20	20.3	Auckland Transport ATTN: Liam Burkhardt	liam.burkhardt@at.govt.nz	Decline the plan change, but if approved make the requested amendments	Decline the plan change, unless: <ul style="list-style-type: none"> • the potential adverse transport effects are adequately assessed in the ITA and can be mitigated, and; • Auckland Transport's concerns, as outlined in this submission, are appropriately addressed.

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Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
20	20.4	Auckland Transport ATTN: Liam Burkhardt	liam.burkhardt@at.govt.nz	Decline the plan change, but if approved make the requested amendments	Seeks that the applicant's ITA is amended, so that the development potential and the associated trip generation of the operative Business – Light Industry Zone are more clearly compared against potential trip generation associated with the Plan Change. This should then be compared against the trip generation associated with a worst-case mix of land use activities, incorporating the height variation control of 21 metres, which could be potentially enabled by the Plan Change.
20	20.5	Auckland Transport ATTN: Liam Burkhardt	liam.burkhardt@at.govt.nz	Decline the plan change, but if approved make the requested amendments	Seeks that the applicant's ITA is amended, so that the SIDRA analysis incorporates Auckland Transport's comments above related to development potential and associated trip generation. It is also requested that the SIDRA analysis in the ITA takes into account an additional AM peak for the time period of 9am to 10am. Further, the applicant should provide some commentary in the ITA to clarify how frequently vehicles queue side-by-side to exit Gladstone Road.
20	20.6	Auckland Transport ATTN: Liam Burkhardt	liam.burkhardt@at.govt.nz	Decline the plan change, but if approved make the requested amendments	Seeks a full assessment of development potential, associated trip generation, and resulting adverse transport effects is required to understand the extent of required mitigation. The ITA should clearly state the mitigation that is required, when it is required and how it will be implemented.
21	21.1	Elizabeth Ann Nelson and John Gray Taylor	firstpix@kiwilink.co.nz	Decline the plan change, but if approved make the requested amendments	Oppose the plan change due to residential amenity and urban design outcomes, including loss of privacy
21	21.2	Elizabeth Ann Nelson and John Gray Taylor	firstpix@kiwilink.co.nz	Decline the plan change, but if approved make the requested amendments	Seeks an amendment to limit the height variation control to 16 metres.
22	22.1	Oliver Farnsworth	o.farnsworth@gmail.com	Support the plan change with amendments	Seeks the inclusion of parking provisions including resident only parking passes
22	22.2	Oliver Farnsworth	o.farnsworth@gmail.com	Support the plan change with amendments	Seeks for existing commercial activities/commercial space to be retained
23	23.1	Alexander McGregor	awmcgre@gmail.com	Decline the plan change	Seeks the zoning to be retained as Light Industry
24	24.1	Mark David Bull	bullmb@gmail.com	Support the plan change with amendments	Seeks the inclusion of parking provisions including resident only parking passes
24	24.2	Mark David Bull	bullmb@gmail.com	Support the plan change with amendments	Seeks for existing commercial activities/commercial space to be retained
25	25.1	David Maunsell	dmaunsell.nz@gmail.com	Decline the plan change	Oppose the plan change due to lack of parking

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Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
25	25.2	David Maunsell	dmaunsell.nz@gmail.com	Decline the plan change	Supports the increase in amenity value at 119, 121 and 129 Onewa Road including a Superette, Medical, Café etc.
26	26.1	Z Energy Limited C/O: Mark Laurendon	markl@4sight.co.nz	Opposes the plan change but if approved this is subject to requested relief sought	Opposes the plan change to rezone the land east of Gladstone Road as the proposal does not include a s32 analysis of the proposed change in zoning for the full plan change area
26	26.2	Z Energy Limited C/O: Mark Laurendon	markl@4sight.co.nz	Opposes the plan change but if approved this is subject to requested relief sought	seeks to ensure that if PC62 is approved, it appropriately mitigates potential adverse effects, including reverse sensitivity effects, on the ongoing operation of the service station.
26	26.3	Z Energy Limited C/O: Mark Laurendon	markl@4sight.co.nz	Neutral	Is neutral with regard to the rezoning of land west of Gladstone Road.
26	26.4	Z Energy Limited C/O: Mark Laurendon	markl@4sight.co.nz	Opposes the plan change but if approved this is subject to requested relief sought	Seeks the proposal to Achieve the purpose and principles of the Resource Management Act 1991 (RMA) and consistency with the relevant provisions in Sections 6 - 8 RMA;
26	26.5	Z Energy Limited C/O: Mark Laurendon	markl@4sight.co.nz	Opposes the plan change but if approved this is subject to requested relief sought	Seeks Consistency with the AUP(OP), including giving effect to the Regional Policy Statement;
26	26.6	Z Energy Limited C/O: Mark Laurendon	markl@4sight.co.nz	Opposes the plan change but if approved this is subject to requested relief sought	Seeks that the plan change assists the Council to carry out its functions of achieving the integrated management of the effect of the use, development or protection of land;
26	26.7	Z Energy Limited C/O: Mark Laurendon	markl@4sight.co.nz	Opposes the plan change but if approved this is subject to requested relief sought	Seeks the proposal to meet the requirements of the statutory tests in section 32 (s32) of the RMA;
26	26.8	Z Energy Limited C/O: Mark Laurendon	markl@4sight.co.nz	Opposes the plan change but if approved this is subject to requested relief sought	Seeks the proposal avoid, remedy, or mitigate any relevant and/or identified environmental effects, particularly with respect to impacts on existing lawfully established activities;
26	26.9	Z Energy Limited C/O: Mark Laurendon	markl@4sight.co.nz	Opposes the plan change but if approved this is subject to requested relief sought	Make any consequential relief as required to give effect to this submission, including any consequential relief not specifically subject of this submission; and
26	26.10	Z Energy Limited C/O: Mark Laurendon	markl@4sight.co.nz	Opposes the plan change but if approved this is subject to requested relief sought	Any other relief required to give effect to the issues raised in this submission.
26	26.11	Z Energy Limited C/O: Mark Laurendon	markl@4sight.co.nz	Opposes the plan change but if approved this is subject to requested relief sought	In regards to transport, is concerned that the rezoning will enable a wide range of activities to occur as a permitted activity at 121 Onewa Road (which currently relies on vehicle crossings shared with the service station) without scope or with limited scope for Council to consider potential traffic effects.

Plan Change 62 - Onewa Road

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
26	26.12	Z Energy Limited C/O: Mark Laurendon	markl@4sight.co.nz	Opposes the plan change but if approved this is subject to requested relief sought	Considers the transport and traffic effects have not been appropriately addressed by the proponent of PC62
26	26.13	Z Energy Limited C/O: Mark Laurendon	markl@4sight.co.nz	Opposes the plan change but if approved this is subject to requested relief sought	Considers that thee development is not in accordance with the relevant statutory requirements nor demonstrated that the proposed Business – Mixed Use Zone provisions, at least as it relates to the land east of Gladstone Road, are the most appropriate way to achieve the purpose of the RMA.
26	26.14	Z Energy Limited C/O: Mark Laurendon	markl@4sight.co.nz	Opposes the plan change but if approved this is subject to requested relief sought	seeks that PC62, insofar as it affects the land east of Gladstone Road, and in particular Area D on Figure 9 above, is declined such that the Business – Light Industry Zone is retained.
27	27.1	Cathy Fraser	iain_cathy.fraser@xtra.co.nz	Oppose the plan change with amendments	Opposes the Plan Change due to effects on traffic/transport. Seeks local transport improvements
27	27.2	Cathy Fraser	iain_cathy.fraser@xtra.co.nz	Oppose the plan change with amendments	Opposes the plan change due to shading on near by properties and a reduction in amenity in the area
27	27.3	Cathy Fraser	iain_cathy.fraser@xtra.co.nz	Oppose the plan change with amendments	Seeks the development to install traffic lights, safe cycling and walking, and other transport improvements
28	28.1	Robert Graeme Chatfield	graemec@cpc.co.nz	Decline the plan change	Opposes the plan change and considers the assessments provide an inadequate description of Gladstone Road and incomplete description of the structure of Gladstone Road
28	28.2	Robert Graeme Chatfield	graemec@cpc.co.nz	Decline the plan change	Opposes the plan change and has concerns on the traffic analysis/traffic distribution and assessment.
28	28.3	Robert Graeme Chatfield	graemec@cpc.co.nz	Decline the plan change	Opposes the plan change as there is no mention of public transport
28	28.4	Robert Graeme Chatfield	graemec@cpc.co.nz	Decline the plan change	Opposes the plan change, and seeks transport improvements to be included
28	28.5	Robert Graeme Chatfield	graemec@cpc.co.nz	Decline the plan change	Opposes the plan change and the proposed height, seeks three storey buildings
29	29.1	Dr Barry Rushton	brushton@xtra.co.nz	Accept the proposed plan change	Support the Plan change as the development will be positive for the area

Submissions

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6A of Schedule 1, Resource Management Act 1991
FORM 5



This plan change has limited notification under clause 5A(4)(b) of First Schedule, Resource Management Act 1991, making submissions under this clause limited to those given written notice of this plan change.

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) _____

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

Telephone: Fax/Email:

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

Plan Change/Variation Name

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Or
Property Address

Or
Map

Or
Other (specify) _____

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

1.1

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

Accept the proposed plan change / variation with amendments as outlined below

Decline the proposed plan change / variation

If the proposed plan change / variation is not declined, then amend it as outlined below.

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am / am not directly affected by an effect of the subject matter of the submission that:

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Scott Landon
Date: Friday, 25 June 2021 1:15:42 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Scott Landon

Organisation name:

Agent's full name:

Email address: slandon@orcon.net.nz

Contact phone number:

Postal address:

1E Valley Road

Northcote

Auckland 0626

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:

Controlling traffic around the new complex and stopping the local streets from becoming the overflow carpark

Property address: 119-129 Onewa Road

Map or maps:

Other provisions:

2.1 | Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Living on Valley Road and trying to turn right onto Onewa Road is already a nightmare. More so on a weekend where the traffic is at a constant stream. Won't this construction concentrate even more vehicles to this immediate region?

Installing Traffic lights on the corner of Gladstone and Onewa Road would be more beneficial for all residents trying to exit their streets and make it much safer crossing into Gladstone from Onewa.

How many carparks will be allocated to the business employees, unit residents and customers?
How do we make sure our surrounding streets don't become saturated with these buildings vehicles due to lack of parking? Will we have limited parking hours for our streets, and have permit parking for this owners / residents to control this?

I'm all for change, but we need to make sure this build doesn't make the surrounding area worse than it already is!

I or we seek the following decision by council: Approve the plan change with the amendments I requested

2.2 | Details of amendments: Install traffic lights and permit resident parking

Submission date: 25 June 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Jonathon Patten
Date: Friday, 25 June 2021 6:30:40 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Jonathon Patten

Organisation name:

Agent's full name:

Email address: johntython16@hotmail.com

Contact phone number:

Postal address:
18 Woodside Avenue
Northcote
Northcote 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:
Parking

Property address:

Map or maps:

Other provisions:
Specific provision to be added requiring a minimum allowance of 1 off street carpark per occupancy/dwelling

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
Developments elsewhere in akl with failed parking provisions producing unacceptable demand, knock on congestion and blocking of emergency vehicle access

I or we seek the following decision by council: Approve the plan change with the amendments I requested

3.1 | Details of amendments: Specific provision to be added requiring a minimum allowance of 1 off street carpark per occupancy/dwelling

Submission date: 25 June 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Martin Smith
Date: Monday, 5 July 2021 4:45:42 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Martin Smith

Organisation name:

Agent's full name: Martin Smith

Email address: janandmartin@xtra.co.nz

Contact phone number:

Postal address:
61 Gladstone Rd,
Northcote
Auckland 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:

This private plan change seeks to rezone approximately 1.62 ha of land from Business – Light Industry to Business – Mixed Use with a height variation control (“HVC”) of 21 metres for the land at 119, 121, & 129 Onewa Road and at 1, 3, 5 & 7 Gladstone Road, Northcote.

Property address: 119, 121, & 129 Onewa Road and at 1, 3, 5 & 7 Gladstone Road, Northcote.

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

4.1 | To rezone the area and increase the allowable height will have a detrimental effect on the traffic and parking in the area. There are 3 schools in the area with 2 being accessed off Gladstone Rd as well as the area providing daily parking for bus commuters. It will also add traffic volume to Onewa Rd which is already choked daily.

4.2 | 21m height will be out of character for this older part of Northcote and will rob sunlight from the adjacent houses.

I or we seek the following decision by council: Decline the plan change

Submission date: 5 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Stephen Hall
Date: Monday, 5 July 2021 8:45:54 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Stephen Hall

Organisation name:

Agent's full name:

Email address: stephen.hall@bluescopesteel.com

Contact phone number: 021 655 030

Postal address:
19 Gladstone Road
Northcote
Auckland 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:

Property address: 119, 121, 129 Onewa Road

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

- 5.1 | I have concerns with the scale of the development with respect to traffic management and the adverse effects resulting from significantly more traffic congestion. I also believe that this proposal does not align with several objectives in the Unitary Plan.

Traffic Management

The proposed traffic mgmt. plan fails to adequately address the current issues and does not adequately acknowledge the future increased risks associated with entering and exiting Gladstone Road.

Currently, there are many occasions that it almost impossible to turn right out of Gladstone Road. The traffic report fails to identify this as an issue. As an example, I am often forced to turn left on to Onewa Road, even when I am wanting to turn right, due to the safety issues with turning right into Onewa Road. Granted, adding a right-hand turn lane, might help those wanting to turn into Gladstone Road, but does not give any benefit when exiting.

Adding retail shops and potentially hundreds of apartments, will only add to this safety hazard, when travelling by car, walking or cycling for the residents and those using Gladstone Road to bypass the existing traffic congestion.

- 5.2 | The report also fails to consider the pending changes to Onewa Rd w.r.t to the no parking restriction. (This means that there will be four lanes of traffic using Onewa Road continually). This proposal does not appear to address this change to the traffic management on Onewa Road. We know that four lanes of traffic operate during peak hour and this generally means that the traffic is moving at a significantly slower pace. Outside of these times, then we can expect to see normal traffic speeds and consequently increased risks, for any vehicles exiting Gladstone Road and onto Onewa road (if the 4 lanes become the norm due to the no parking restriction on Onewa Road) If the development was to proceed in its current form, then as a minimum, I would like to see traffic lights installed at this intersection. This will make it safer and more practical for school children and cars entering and exiting this road.

The traffic report also does not mention any of the near misses and minor traffic accidents that are not reported, but known to the residents to occur on this intersection. This has increased since the retail shops and petrol station were built. So, the risk analysis has failed to address all the current issues that the residents regularly see, and I would ask that the Council review this issue in more detail.

Whilst the report makes no mention of off-street parking for the apartments, it is implied that Gladstone Rd and other roads nearby, will become a 24/7, 7 days a week parking zone. This will again add to the safety concerns for the residents. Gladstone Road (in several locations), is not wide enough for two lanes of opposing traffic when the street is parked out with commuter traffic. Again, I believe that this is not being addressed.

Unitary Plan

- 5.3 | Perhaps a more logical proposal would be to limit this development to the same zoning as the rest of the street. Obviously, there is a belief that there is no demand for new "office blocks" and I question why we need any more retail shops in this location, given that the local shopping centers are already struggling to cope with low demand.

A lower height will also not impact as much for the houses on the other side of Onewa Road who stand to be adversely impacted due to the sheer scale of this proposal.

The Unitary plan talks about this Business -mixed use as being suitable for "transition areas". I do not see this location as being a transition area, as its 1-2 kilometres from the local retail shops. On the other hand, the top end of Onewa Road is obviously (to a layman) a transition area. I can't see how this location could qualify as a transition area. Yes, its beside a transport corridor, but I don't think the Unitary plan allows for this interpretation.

- 5.4 | I believe that this proposal does not satisfy the Unitary Plan requirement that it can be accommodated "without significant adverse effects on adjacent residential zones". We will be significantly impacted with respect to traffic congestion and the impact to pedestrian and cycle activities.

- 5.5 | I also maintain that this proposal does not satisfy the Unitary plan, as it does not address the "adverse effects on the environment, including effects on infrastructure and residential amenities", let alone "enhancing the quality of the street".

In conclusion, I am not opposed to development, but I believe the scale of this proposal is not aligned with the Unitary plan and many of its aspects.

I or we seek the following decision by council: Decline the plan change

Submission date: 5 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?

Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Steve Hall
Date: Sunday, 18 July 2021 6:15:17 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Steve Hall

Organisation name:

Agent's full name:

Email address: stephen.hall@bluescopesteel.com

Contact phone number: 021 655 030

Postal address:
19 Gladstone Rd
norhtcote
Auckland 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:
?

Property address:

Map or maps: 119 Onewa Road

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Additional submission:

With regard to the individual zone objectives and policies, development in the mixed zone is guided by the following objective, "do not compromise the function, role and amenity of the Town center zone"

I would like the Council to review this proposal in light of the above statement, as many of the existing retailers and shop owners in both Highbury and Northcote, would I suspect, believe that this proposal will negatively impact on their businesses (which in many occasions often struggle to remain in business).

I would also like the Council to consider the wider impact of this proposed development which will very likely lead to other properties in Gladstone Road also applying for a rezoning, as the nature of the Street will be severely altered. There are a number of residents who have been living in this quite street for 40 years or more and this development will likely see them sell to other developers, who will then look to maximise their development opportunity, to the same level as this application.

If the Council believe that there is a strong argument for this proposal, then what is to stop the rest of the street from also seeking similar development opportunities?

The proposal has stipulated that the distance from Gladstone Road to Highbury is 800m. I believe this figure to be inaccurate. I'm also struggling to understand if the TPC document is considering the increase in traffic movements as a standalone development, or whether the increase in traffic numbers refers to an increase from the current zoning to the proposed. Gladstone Road is a difficult road to get out of at the best of times and any increase in traffic at this intersection is going to create a bottle neck. Assuming that a new righthand turn will "mitigate" this increase, is not something that I support. If the extra traffic numbers are 180/h to 350/h cars (during peak hours) I can't imagine that this intersection will be able to cope at all. Onewa Road can cope with this increase, but not Gladstone Road. The proposal is asking the local residents to absorb this impact.

I or we seek the following decision by council: Decline the plan change

Submission date: 18 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Chong Jin Khaw
Date: Monday, 5 July 2021 9:30:49 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Chong Jin Khaw

Organisation name:

Agent's full name:

Email address: chong@anchorltd.co.nz

Contact phone number: 021669946

Postal address:

51 Karaka St

Takapuna

Auckland 0622

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:

Support

Property address: 129A Onewa Road

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

Good proposal

6.1 | I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 5 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?

Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Friederike Cannan
Date: Tuesday, 13 July 2021 3:15:27 PM
Attachments: [Auck Council submission.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Friederike Cannan

Organisation name: Northcote College

Agent's full name: Friederike Cannan

Email address: fcannan@northcote.school.nz

Contact phone number: 021486638

Postal address:
1 Kauri Glen Road
Northcote
Auckland 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:

Property address: 129 Onewa Road, Northcote

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

- 7.1 | 1. the school is concerned about increased stormwater runoff onto all fields.
- 7.2 | 2. Student safety is at risk from increased traffic and parking on already congested roads - see attached letter.

I or we seek the following decision by council: Decline the plan change

Submission date: 13 July 2021

Supporting documents
Auck Council submission.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?

No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6A of Schedule 1, Resource Management Act 1991
FORM 5



This plan change has limited notification under clause 5A(4)(b) of First Schedule, Resource Management Act 1991, making submissions under this clause limited to those given written notice of this plan change.

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Ms Vicki Barrie, Principal

Organisation Name (if submission is made on behalf of Organisation)

Northcote College

Address for service of Submitter

1 Kauri Glen Road

Northcote, Auckland 0627

Telephone: 94810141 Fax/Email: v.barrie@northcote.school.nz

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number PC 62

Plan Change/Variation Name Onewa Road

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s) Rezoning

Or

Property Address 129 Onewa Road, Northcote

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

- 1. The school is concerned about increased stormwater run off onto all fields.
- 2. Student safety is at risk from increased traffic and parking on already congested roads.- see attached letter

(continue on a separate sheet if necessary)

I seek the following decision by Council:

- Accept the proposed plan change / variation
- Accept the proposed plan change / variation with amendments as outlined below
- Decline the proposed plan change / variation
- If the proposed plan change / variation is not declined, then amend it as outlined below.

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

13/7/2021

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am / am not directly affected by an effect of the subject matter of the submission that:

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.



Northcote College

Principal: Vicki Barrie

13 July 2021

Auckland Council
Private Bag 92300
Auckland 1142

Submission re Proposed Plan Change 62 (Private): Onewa Road

Rezoning approximately 1.62 ha of land from Business – Light Industry to Business – Mixed Use with a height variation control of 21 metres for the land at 119, 121 & 129 Onewa Road and at 1, 3m 5 & 7 Gladstone Road, Northcote.

Thank you for the opportunity to make a submission on this rezoning application. Northcote College is and will be a neighbour to these properties.

We have a number of concerns.

Stormwater Soakage

We note on page 34 of Lovett Planning Limited's 'Assessment of Effects and Section 32 RMA Analysis for a Private Plan Change...etc':

'The playing fields associated with the adjoining Northcote College School grounds also provide an excellent adjacent stormwater soakage area.'

Northcote College has invested heavily in the playing fields including the field drainage which is not designed to take neighbouring property stormwater runoff.

Student Safety

We are concerned that increased traffic volume along Gladstone Road and Gladstone/Onewa Road intersection will increase the risk to students walking to and from school of being hit by a vehicle. The school has an entrance gate 8 off Gladstone Road.

Congestion and Traffic

Should redevelopment occur including residential we expect the number of vehicles will increase dramatically and availability of parking on Gladstone Road will be constrained. Gladstone Road already has cars parked on both sides making the space for vehicles to drive through very narrow.

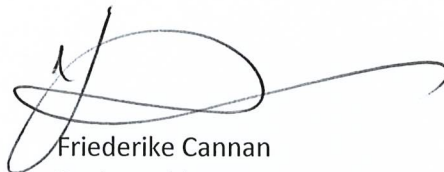
If a right turn bay is developed on Onewa Road to facilitate cars turning into Gladstone Road by narrowing the footpath (TPC s3 p 3) this limits space for cyclists and pedestrians which would discourage cycling to and from school. We note however comments in TPC s8 that advice from Auckland Transport says 'the intersection between Onewa Road and Gladstone Road is not currently a priority for AT to upgrade due to the low number of severe crashes that have occurred'.

The school is concerned that this rezoning could be approved without confirmed plans to make road use and pedestrian use safer.

Yours faithfully



Vicki Barrie
Principal



Friederike Cannan
Business Manager

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - CHAOFAN FU
Date: Tuesday, 20 July 2021 12:16:00 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: CHAOFAN FU

Organisation name:

Agent's full name:

Email address: fuf2068@gmail.com

Contact phone number:

Postal address:
12 Glenshee Place
Highland Park
Auckland 2010

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:

Property address: 3/80 Gladstone Road

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

8.1 | The reason for my or our views are:
This re-zone amendment will deeply affect surrounding traffic.

I or we seek the following decision by council: Decline the plan change

Submission date: 20 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Jan Roberta Preston
Date: Sunday, 18 July 2021 6:15:18 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Jan Roberta Preston

Organisation name:

Agent's full name:

Email address: j.rob.preston@outlook.com

Contact phone number: 021 404 543

Postal address:
28 Gladstone Rd
Northcote
Auckland 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:
Proposed reasoning changes

Property address: 62 Onewa Rd

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

- 9.1 | Quality of building that are produced - are these tomorrow slums
- 9.2 | No car parking
- 9.3 | Huge increase in traffic in and out of Gladstone Rd.
- 9.4 | Impact on safety of pedestrians of which a huge number will be school children
Are there going to green spaces
- 9.5 | Increased pressure on existing infrastructure

I or we seek the following decision by council: Decline the plan change

Submission date: 18 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Lisa Maria Koegler
Date: Sunday, 18 July 2021 9:30:17 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Lisa Maria Koegler

Organisation name:

Agent's full name:

Email address: lisa@silhouettes.co.nz

Contact phone number: 0212608662

Postal address:
133A Onewa Road
Northcote
Auckland 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:

PROPOSAL TO CHANGE THE PRESENT BUSINESS -LIGHT INDUSTRY ZONING TO BUSINESS - MIXED USE ZONING WITH A 21m HEIGHT VARIATION CONTROL.

Property address: 129 ONEWA ROAD, NOTHCOTE.

Map or maps: Area A as shown in figure 9 - Integrated Transport Assessment Issue B Ref: 1840603r-B.docx.

Other provisions:

This submission relates to the property at 129 Onewa Road only, and does not relate to the zone change proposal for 119 and 121 Onewa Road, or 1,3,5 & 7 Gladstone Road, Northcote.

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

The proposed zone change with 21m height variation control should not be approved on the basis that it provides pre-approval for future development that will have detrimental effects on the current owners or future owners of properties located at 133 and 133A, 135, 1/135, 137, 1/137 Onewa Road.

- 10.1 | - Loss of privacy (residential apartments overlooking / looking down on private yard space)
- 10.2 | - Loss of morning sunlight
- 10.3 | - Egregious noise from multiple residential apartments including late night parties
- 10.4 | - Littering from apartment balconies
 - Continual noise from vehicle movements along boundary (due to trips by apartment occupants)

- 10.5 | and delivery trucks, vans, fork hoists, and other industry noise eg: light industry machinery and repair activities
- Ground movement / vibration due to vehicle movements alongside boundary
- 10.6 | - Loss of residential property value due to all of the above
- 10.7 | - Extreme concern for emotional and financial distress due to all of the above

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Proposed zone change with 21m height variation control for property located at 129 Onewa Road, Northcote does not proceed.

Submission date: 18 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Karen Dunsmore
Date: Monday, 19 July 2021 8:16:03 AM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Karen Dunsmore

Organisation name:

Agent's full name:

Email address:

Contact phone number: 0212513561

Postal address:
 22 Gladstone Road
 Northcote
 Auckland 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:
 Changing the zoning

Property address: 119,121 & 129 Onewa Road and 1,3,5, & 7 Gladstone Road Northcote

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

My concern are....

- 11.1 | 1 Traffic congestion
- 11.1 | 2 Parking
- 11.1 | 3 Pedestrian safety
- 11.2 | 4 Tennant standard
- 11.3 | 5 Building standard (materials and design)
- 11.3 | 6 Look of building
- 11.3 | 7 Size of building
- 11.4 | 8 Over Population including (mixed demographic)
- 11.5 | 9 Burden on Infrastructure
- 11.5 | 10 Lack of green space in Northcote
- 11.6 | 11 Noise and extra activity
- 11.7 | 12 Impact on environment

11.8 | 13 No regard for existing architecture
14 future slum

I or we seek the following decision by council: Decline the plan change

Submission date: 19 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Martin John Gairdner
Date: Tuesday, 20 July 2021 1:30:59 AM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Martin John Gairdner

Organisation name:

Agent's full name:

Email address: martinandkaren@xtra.co.nz

Contact phone number: 0224589502

Postal address:
22 Gladstone Rd
Northcote
Auckland 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:
Changing the zoning

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

Reduction in pedestrian safety.

It will greatly increase traffic movements in and out of Gladstone Rd.

- 12.1 | There will be a lot of extra cars parked on Gladstone Rd.
- 12.2 | There is no green space for the many hundreds of residents.
- 12.3 | The huge scale of the proposed buildings is completely out of proportion with the existing buildings in the area.
- 12.4 | The proposed buildings will be unattractive and poorly built. The units will be cramped shoebox apartments. It will become an urban slum.
- 12.5 | The developer shows no regard at all for the existing neighborhood.
- 12.5 | Kerbside rubbish collection for hundreds of apartments is completely impractical.
- 12.5 | Mixed demographic of the residents.
- 12.6 | Overloading existing infrastructure.

I or we seek the following decision by council: Decline the plan change

Submission date: 20 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Kathryn Ann Bingham
Date: Tuesday, 20 July 2021 3:31:00 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Kathryn Ann Bingham

Organisation name:

Agent's full name: Kate Bingham

Email address: katebingham99@gmail.com

Contact phone number: 0275048211

Postal address:
 24a Gladstone Road
 Northcote
 Auckland 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:
 Plan Change 62 (Private): Onewa Road

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

13.1 Residential apartments will be a strain on the existing infrastructure including water and waste water.

Onewa Road is already extremely congested

13.2 Extra cars would be a safety issue with Northcote College students and residents of the local area affected by the extra traffic

Gladstone Road is a wonderful community and has character and charm

I or we seek the following decision by council: Decline the plan change

Submission date: 20 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - GILLIAN HOPE MCGREGOR
Date: Tuesday, 20 July 2021 5:00:53 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: GILLIAN HOPE MCGREGOR

Organisation name:

Agent's full name:

Email address: hopegill@xtra.co.nz

Contact phone number:

Postal address:
22a Gladstone Rd
Northcote
Auckland 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:
Zoning changes

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

- 14.1 | Increased traffic in Gladstone Rd and increase in cars parked in Gladstone Rd
- 14.2 | Will affect pedestrian safety
- 14.3 | Proposed buildings are far too big for the area
- 14.4 | Buildings will be poorly built
- 14.4 | No green space

I or we seek the following decision by council: Decline the plan change

Submission date: 20 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Anne Whitcombe
Date: Tuesday, 20 July 2021 7:15:57 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Anne Whitcombe

Organisation name:

Agent's full name:

Email address: aaswhitcombe@gmail.com

Contact phone number: 0211852616

Postal address:
28 Gladstone Road
Northcote
Auckland 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:
Zoning

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

- 15.1 | This plan shows no regard for the existing.
- 15.2 | No green spaces nearby.
- 15.3 | No suitable parking for the inevitable cars.
- 15.4 | Roads already at capacity. Accidents and near accidents occurring often on corner of Gladstone and Onewa.
- 15.5 | No provision for eco friendly environment.
- 15.6 | Significant disruption to well established community.
- 15.7 | Air quality for housing amongst high density traffic would be poor.
Little regard shown by present owner for standards of safe building.
- 15.8 | No bicycle paths for occupants to cycle to work, shops.
- 15.9 | No supermarkets within walking distance for elderly and disabled so cars required and little

15.10 | provision for off road parking of these vehicles.

15.11 | Creation of urban slums.

I or we seek the following decision by council: Decline the plan change

Submission date: 20 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?

Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Ashley Trevor Matuschka
Date: Tuesday, 20 July 2021 9:00:58 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Ashley Trevor Matuschka

Organisation name:

Agent's full name:

Email address: ash.matuschka@gmail.com

Contact phone number: 0211948421

Postal address:
26 Gladstone Road
Northcote
Auckland 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:

Property address: 119, 121, & 129 Onewa Road and at 1, 3, 5 & 7 Gladstone Road

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Our young family has lived on Gladstone Road for just four years. In that short time we have noticed a significant increase in the traffic flow, particularly in the mornings during peak-commuter time. We have noticed this increase is due not only to vehicles from residents on Gladstone and the surrounding streets, but also from vehicles who use Gladstone as a way to connect further down Onewa road reducing wait times (this traffic mostly coming from Lake Rd/ Kawana Ave). In addition, to this there has been a significant increase in those who are using Gladstone as a 'park and ride' location. It is not uncommon for there to be no off-street parking during the week as a result of those non-residents parking their cars to then use public transport to travel further afield. This increase in traffic does make it significantly more dangerous for children who are regularly commuting on foot from their homes in the area to the surrounding schools (Northcote College and Primary, and St Mary's School) and day care centres (Tui's Nest and Tot's Corner). These additional traffic volumes have also put pressure on traffic turning onto Onewa Road. Whilst the traffic reports attached to this submission indicate queues on Gladstone Road don't go over three vehicles, we often see queues longer than this, particularly when there are vehicles turning right as they block the ability for left

16.1

turning traffic to turn. Any further increases in traffic volumes to Gladstone will overwhelm the street making it more unsafe than it already is. The proposed changes have the potential to more than double the current residential traffic, undermining the safety of the existing residents as they commute in the area.

I or we seek the following decision by council: Decline the plan change

Submission date: 20 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Bonita Margaret Chatfield
Date: Wednesday, 21 July 2021 1:01:00 AM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Bonita Margaret Chatfield

Organisation name:

Agent's full name:

Email address: Bonniec@cpc.co.nz

Contact phone number: 0274946006

Postal address:

17a Gladstone rd,

Northcote

Auckland 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:

Plan Change 62 (Private)

Property address: 119,121,129 Onewa Rd and 1, 3, 5 & 7 Gladstone Rd, Northcote

Map or maps:

Other provisions:

Traffic management Onewa Rd,

Unitary Plan

Local Environment

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

My concerns with the "Proposed plan change 62" (Private) are for the Proposed height of the development, maintenance and green space. :

- 17.1 | The Height of the proposed building will provide constant shade to properties across Onewa Road. It is evident in developed building sites around Northcote that there is no value placed on the warm, dry, liveable housing as houses in the shade for a considerable part of the year constantly cannot be these things. Important to young families and elderly.
- 17.2 | Where is the value on the green space for the people living in the 116 apartments? A 3 level apartment block would surely be more in keeping with the structures already built in the "mixed use zone"
- How will a building of this size be maintained over the coming years? If there are plumbing issues,

leaking roofs, shared spaces need maintenance. Will there be a Body corporate set in place? I understand New Zealand does not have Co-operative Housing Legislation. What does happen to an area like Hobsonville? Let alone the smaller developments being squeezed onto sections where a single house is removed and 6 or 9 apartments are built.

Traffic management in Onewa Road.

- 17.3 | The current issues with traffic on Onewa Road, which is a through road for many commuters already, there doesn't appear to be a plan to adequately address the traffic flows in Onewa Rd. Nor the risks turning right into Gladstone Road from Onewa Road. There are schools and some office blocks that are affected by the traffic flow and travellers who patiently sit in their cars for extended lengths of time in Onewa Road. Possibly endeavouring to drop students off to the multiple education facilities in the local area.

There is a plan apparently to put in place "no parking" the length of Onewa Rd. This would certainly expedite the nuisance of 1 or 2 cars parked on the side of the road by those brave enough, but when there is no parking available in a property and a Plunket nurse or a delivery grocery truck is unable to park, a funeral at St Mary's Church which can have many more mourners than car parking can provide for where does this over flow go? The shops that do function in this area of Onewa /Gladstone road e.g. Florist businesses could not survive if there is no parking. How will the businesses proposed in this "Private proposed Plan change" operate?

Further Seaview Rd, by the florist Shop across Onewa Road, is too narrow to allow parking on the roadside. Gladstone has the same dimensions with no parking at the beginning of the road already, just where this Private development is proposing a 7 storey building with 116 units of various sizes and 11 commercial premises of various types and not a lot parking proposed, as seen in the plan.

- 17.4 | I believe the "Proposed Plan Changes" private proposers have "airily" suggested several possible businesses. Our local shopping areas in Birkenhead and Northcote are already struggling with the competition from larger developments in other centres, Albany, Glenfield. The reality of individuals in steady streams of traffic at the beginning or end of their day being prepared to stop and pull out of their "place" in the traffic seems unlikely to me.

The street side parking in Gladstone that is available is fully parked by 8am as people bus to work from Onewa Rd. Gladstone Road Street is also heavily used as a contributing road to join the Onewa Road traffic, on a left hand turn in the morning. The Rubbish trucks operate under difficult

- 17.5 | conditions as there is generally a wait as they go about their job without any room for cars to progress with the car parking reducing the Road to a single lane with truck of their proportion. St Marys School have moved their main entrance to the Gladstone end of their property, from Onewa Road. An excellent decision but from 7.30 to 9am the street is full of parents dropping of children, and despite the broken yellow non-stopping lines after school there is not enough room for cars to park and they form a queue waiting to get in to pick up their children. The road is again narrowed to a single lane from 2.30pm to 3.10pm.

A considerable number of residential developments with long driveways and several private properties are already in place in Onewa Road. I have done local deliveries to letter boxes and residents over the years and can attest to the density of the population.

This "Private proposed plan changes" has brought the Unitary Plan to my attention, at the time of its inception it seemed too large to give consideration to. Too remote, after all the Super City was pushed upon us in Auckland. What difference would my voice about unitary plan make? It seems too rigid and inflexible. Too big.

- 17.6 | However now it is on our doorstep and probably too late, needs attention. This "Proposed plan change 62" (Private) proposal does not seem to be able to be accommodated without significant adverse effects on adjacent residential zones.

I do not think this proposal can satisfy the Unitary Plan as it does not address the "adverse effects on the environment, including effects on infrastructure and residential amenities"

In conclusion I would say I can see that affordable housing is a crucial issue for fast growing areas. Will this be affordable for those needing accommodation?

Is this "proposed plan change 62"(private) being influenced by the "New National Policy statement on urban development in Wellington, to fast track permits for 6 storey developments.

- 17.7 | I feel the scale of the "Proposed Plan 62 (private)" will have an adverse effects on the environment.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: That the proposal does not satisfy the unitary plan requirement or that it can be accomadated without significant adverse effects on adjacent residential zones

Submission date: 21 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6A of Schedule 1, Resource Management Act 1991
FORM 5



This plan change has limited notification under clause 5A(4)(b) of First Schedule, Resource Management Act 1991, making submissions under this clause limited to those given written notice of this plan change.

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Mark Evans

Organisation Name (if submission is made on behalf of Organisation)

Interchem Agencies Ltd

Address for service of Submitter

7 Gladstone Road, Northcote, Auckland 0627

Telephone:

09 419 0097

Fax/Email:

mark@interchem.co.nz

Contact Person: (Name and designation, if applicable)

Mark Evans
Senior Legal Advisor

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PC 62

Plan Change/Variation Name

Onewa Road

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

The proposed development will add to the aesthetics of the area and will also benefit the community (retail + medical centre)

(continue on a separate sheet if necessary)

I seek the following decision by Council:

- Accept the proposed plan change / variation
- Accept the proposed plan change / variation with amendments as outlined below
- Decline the proposed plan change / variation
- If the proposed plan change / variation is not declined, then amend it as outlined below.

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing

Md(Eun)

Signature of Submitter
(or person authorised to sign on behalf of submitter)

17 July 2021

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could / could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am / am not directly affected by an effect of the subject matter of the submission that:

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Denise Walker
Date: Thursday, 22 July 2021 9:00:43 AM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Denise Walker

Organisation name:

Agent's full name:

Email address: dmwalker200@gmail.com

Contact phone number:

Postal address:
 101a Onewa Rd
 Northcote
 North Shore 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:

Putting a median strip down part of Onewa Rd, the height of the proposed buildings and the affect it will have on the area regarding traffic and taking away the "look" of the area and the proposed moving of the bus stop

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

19.1

The traffic on Onewa Rd is already horrendous - you get on average 3-4 accidents a month on this road, the median strip and moving of the bus stop is going to cause more accidents, school kids as young as 5 will have to cross 3 roads at busy times of the day, pedestrains and cyclists are going to loose footpath space (a lot of school kids walk to and from school in this area), the height of the

19.2

apartments is too big, blocking out sun and people's privacy plus the added addition of shops will cause more traffic slow downs and accidents by people turning in and out to buy their latte - I am not against development of the area but this proposal smacks of the decision has already been made, the iwi and council paid off and now they are just "going through the motions" to tick all the boxes. The service station and gym area have already been developed so I don't understand why perfectly good buildings need to end up in landfill - develop the other side of Gladstone Rd as it is an eyesore but I feel this developer is being too greedy and wanting to develop little tacky

19.3 | apartments and cheap food shops. Build low rise townhouses that families can live in and not apartments where no one can swing a cat in.

I or we seek the following decision by council: Decline the plan change

Submission date: 22 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

22 July 2021

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Brilee Parker

Email: unitaryplan@aucklandcouncil.govt.nz

SUBMISSION ON PROPOSED PRIVATE PLAN CHANGE 62: ONEWA ROAD

Please find attached Auckland Transport's submission on Proposed Private Plan Change 62 to the Auckland Unitary Plan (Operative in Part).

Should you have any queries in relation to this submission, please contact me on +64 21 956 864 or at liam.burkhardt@at.govt.nz.

Yours sincerely



Liam Burkhardt
Planner, Land Use Policy and Planning North / West

SUBMISSION BY AUCKLAND TRANSPORT ON PROPOSED PRIVATE PLAN CHANGE 62

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Proposed Private Plan Change 62 from Goldstar Corporation Limited to re-zone land at 119, 121 & 129 Onewa Road and at 1, 3, 5 & 7 Gladstone Road, Northcote from Business – Light Industry to Business – Mixed Use with a height variation control of 21 metres

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction

- 1.1 Goldstar Corporation Ltd ('the applicant') has lodged a Private Plan Change ('PC 62' or 'the Plan Change') to the Auckland Unitary Plan: Operative in Part ('AUP(OP)'). The Plan Change seeks to re-zone approximately 1.62 hectares of land at 119, 121 & 129 Onewa Road and at 1, 3, 5 & 7 Gladstone Road, Northcote from Business – Light Industry to Business – Mixed Use with a height variation control of 21 metres.
- 1.2 Auckland Transport is a Council-Controlled Organisation of Auckland Council ('the Council') and the Road Controlling Authority for the Auckland region. Auckland Transport has the legislated purpose to contribute to an 'effective, efficient and safe Auckland land transport system in the public interest'.¹ Auckland Transport is responsible for the planning and funding of most public transport; promoting alternative modes of transport (i.e. alternatives to the private motor vehicle); operating the local roading network; and developing and enhancing the local road, public transport, walking and cycling network for the Auckland Region.
- 1.3 Auckland Transport is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

2. Assessment of adverse transport effects

- 2.1 Adverse transport effects may arise as a result of development. Private plan change requests are to be accompanied by an Integrated Transport Assessment (ITA) which articulate among other matters, development potential enabled by a plan change, associated trip generation, resulting adverse effects on the transport network, and the measures/infrastructure required to mitigate these potential effects.
- 2.2 PC 62 is accompanied by an ITA, prepared by Traffic Planning Consultants Limited (TPC) and dated August 2019. It is noted that Auckland Transport provided comments on this ITA on two occasions. While the applicant responded to Auckland

¹ Local Government (Auckland Council) Act 2009, section 39.

Transport's comments, there are, however, outstanding concerns with the adequacy of the assessment supporting the Plan Change.

- 2.3 As indicated above, ITAs for plan changes should assess development potential and associated trip generation that might occur as a result of a plan change. In this case, the ITA submitted in support of PC 62 has not adequately assessed development potential and associated trip generation that might occur as a result of the Plan Change, given that parts of the Plan Change area (i.e. area A and area D) have been excluded from assessment. As a result, the ITA has not adequately assessed the potential adverse effects on the transport network and it is not understood what mitigation (if any) is required.

3. **Specific parts of the Plan Change that this submission relates to:**

- 3.1 The specific parts of the Plan Change that this submission relates to are set out in **Attachment 1**. In keeping with Auckland Transport's purpose, the matters raised relate to transport matters.

- 3.2 Auckland Transport opposes the Plan Change unless:

- The potential adverse transport effects of the Plan Change are adequately assessed and mitigated;
- Auckland Transport's concerns as outlined in this submission, including in **Attachment 1**, are resolved.

- 3.3 Auckland Transport is available and willing to work through the matters raised in this submission with the applicant.

4. **The decisions sought by Auckland Transport are:**

20.1

- 4.1 The decisions which Auckland Transport seeks from the Council are set out in **Attachment 1**. In keeping with Auckland Transport's purpose, the matters raised relate to transport, and include:

- Development potential and associated trip generation
- Assessment of adverse transport effects
- Mitigation of adverse transport effects

20.2

- 4.2 In all cases where amendments to the Plan Change are proposed, Auckland Transport would consider alternative wording or amendments which address the reason for Auckland Transport's submission. Auckland Transport also seeks any consequential amendments required to give effect to the decisions requested.

5. Appearance at the hearing:

- 5.1 Auckland Transport wishes to be heard in support of this submission at a hearing.
- 5.2 If others make a similar submission, Auckland Transport will consider presenting a joint case with them at the hearing.

Name: Auckland Transport

Signature:



Christina Robertson
Group Manager, Strategic Land Use and Spatial Management

Date: 22 July 2021

Contact person: Liam Burkhardt
Planner, Land Use Policy and Planning North / West

Address for service: Auckland Transport
Private Bag 92250
Auckland 1142

Telephone: +64 21 956 864

Email: liam.burkhardt@at.govt.nz

Attachment 1

Topic	Support / Oppose	Reason for submission	Decision requested
20.3 Entire plan change	Oppose	Auckland Transport is concerned that the potential adverse transport effects have not been adequately assessed. This includes the exclusion of Area A and Area D from assessment in the ITA. The submission points below identify additional matters that need to be addressed.	Decline the plan change, unless: <ul style="list-style-type: none"> the potential adverse transport effects are adequately assessed in the ITA and can be mitigated, and; Auckland Transport's concerns, as outlined in this submission, are appropriately addressed.
20.4 Development potential and associated trip generation	Oppose	<p>Auckland Transport is concerned that the development potential and the associated trip generation of the Plan Change have not been adequately assessed in the ITA or in TPC's responses to Council's request for information, dated 11 June 2020 and 25 February 2021, respectively.</p> <p>Section 4.2 of the ITA organises the Plan Change area into areas A, B, C and D as the basis of the assessment in the subsequent sections of the ITA. It is noted that area A and area D have not been included in the subsequent assessment of the ITA. The reasoning given for this approach by TPC is that area A is in fragmented ownership, while area D has recently been developed. Auckland Transport indicated in its memorandum to the applicant, dated 26 September 2019, and subsequently on 4 December 2020, that such an approach is not adequate to understand the potential adverse effects on the transport network as a result of the Plan Change.</p> <p>In its response to Council, dated 25 February 2021, TPC justifies the approach taken to assessing development potential and associated trip generation in the ITA by reasoning that the Plan Change will not result in significantly worse trip generation than that currently enabled by the operative Business – Light Industry Zone.</p> <p>TPC's response explains further by highlighting that the operative zone in the AUP(OP) allows for a range of land use activities, which include</p>	<p>Auckland Transport requests that the applicant's ITA is amended, so that the development potential and the associated trip generation of the operative Business – Light Industry Zone are more clearly compared against potential trip generation associated with the Plan Change.</p> <p>To provide a better basis for comparison, a more realistic mix of land use activities and associated trip generation should be assessed for the operative Business – Light Industry Zone. This should then be compared against the trip generation associated with a worst-case mix of land use activities, incorporating the height variation control of 21 metres, which could be potentially enabled by the Plan Change.</p>

Topic	Support / Oppose	Reason for submission	Decision requested
		<p>potentially large traffic generators, such as drive-through restaurants and service stations. TPC’s response then details a potential worst-case PM peak hour trip generation scenario for areas A, B, C and D based on the operative zone in the AUP(OP). TPC’s response, however, does not replicate this assessment of a potential worst-case trip generation scenario for the proposed Business – Mixed Use Zone with a height variation control of 21 metres.</p> <p>Auckland Transport also considers that the worst-case trip generation scenario described in TPC’s response is significantly overstated and that the comparison provided is imprecise. It therefore remains unclear whether the Plan Change could potentially result in trip generation beyond what is enabled by the operative zone in the AUP(OP).</p>	
<p>20.5 Assessment of adverse transport effects</p>	<p>Oppose</p>	<p>A detailed assessment of potential adverse transport effects based on an accurate assessment of development potential and associated trip generation is critical. Onewa Road is an arterial route with T3 lanes and experiences heavy congestion, especially in peak periods. The T3 lanes also accommodate approximately 40 buses per hour in peak times. It is, therefore, important that the Plan Change does not reduce the effectiveness of the T3 lanes.</p> <p>Section 6.2 of the applicant’s ITA undertakes a SIDRA analysis of the Onewa Road / Gladstone Road intersection for the AM and PM peak periods. It is not clear from the ITA which time periods were used for the AM and PM peaks. However, TPC subsequently confirmed in its response to Council, dated 25 February 2021, that the AM peak period used for the SIDRA analysis is for the hour between 7.45am and 8.45am. This time period potentially does not coincide with the peak AM period of Onewa Road, which appears to occur later in the morning. This is also illustrated in Figure 2 of TPC’s response. As such, the SIDRA analysis likely does not capture the difficulty vehicles will experience when trying to enter / exit Gladstone Road.</p>	<p>Auckland Transport requests that the applicant’s ITA is amended, so that the SIDRA analysis incorporates Auckland Transport’s comments above related to development potential and associated trip generation. It is also requested that the SIDRA analysis in the ITA takes into account an additional AM peak for the time period of 9am to 10am.</p> <p>Further, the applicant should provide some commentary in the ITA to clarify how frequently vehicles queue side-by-side to exit Gladstone Road.</p>

Topic	Support / Oppose	Reason for submission	Decision requested
		<p>Further, TPC’s response states that the SIDRA analysis in the ITA modelled two separate exit lanes for Gladstone Road and that this approach is based on what was observed on site. However, it is unclear how frequently this would occur.</p>	
<p>20.6 Mitigation of adverse transport effects</p>	<p>Oppose</p>	<p>Section 6.2 of the applicant’s ITA states that the Gladstone Road / Onewa Road intersection will continue to operate “within its overall capacity” based on the assessment provided in the previous sections of the ITA. TPC’s response to Council, dated 11 June 2020, states that the number of vehicles turning right from Onewa Road onto Gladstone Road is likely to increase as a result of the Plan Change. Given that there currently is no right-turn bay for vehicles turning onto Gladstone Road, an increase in right-turning vehicles will result in additional delays for vehicles travelling westbound on Onewa Road. TPC’s response provides a concept design of a potential right-turn bay to cater for an increase in right-turning vehicles.</p> <p>However, in order to understand the extent of required mitigation (if any), a full assessment of development potential, associated trip generation, and resulting adverse transport effects is required.</p> <p>Auckland Transport notes that mitigation of adverse transport effects as a result of the Plan Change is the responsibility of the developer.</p>	<p>Consistent with Auckland Transport’s comments above, a full assessment of development potential, associated trip generation, and resulting adverse transport effects is required to understand the extent of required mitigation.</p> <p>The ITA should clearly state the mitigation that is required, when it is required and how it will be implemented.</p>

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Elizabeth Ann Nelson and John Gray Taylor
Date: Thursday, 22 July 2021 12:00:40 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Elizabeth Ann Nelson and John Gray Taylor

Organisation name:

Agent's full name:

Email address: firstpix@kiwilink.co.nz

Contact phone number:

Postal address:
 9A Gladstone Road
 Northcote
 Auckland 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:

21.2 | The requested Height Variation Control of 21 metres. We consider this too high and it should be limited to 16 metres.

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

21.1 | An HVC of 21 metres would raise the possibility of buildings of at least five stories. These would be amongst the highest in the Northcote and Birkenhead area, and would constitute a very considerable and irremediable invasion of the privacy and amenity of residents in the vicinity. And they would be utterly out of character in an area of almost wholly single storey homes.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: Limit the Height Variation Control to 16 metres

Submission date: 22 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Oliver Farnsworth
Date: Thursday, 22 July 2021 12:15:37 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Oliver Farnsworth

Organisation name:

Agent's full name:

Email address: o.farnsworth@gmail.com

Contact phone number: 021985077

Postal address:
 23 Gladstone Road
 Northcote
 Auckland 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:

Property address: 23 Gladstone Road

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

22.1

I am not opposed to the development in general, but did not find reference to residential parking in there. Gladstone Road already has no parking available during the day and limited for residents in the evening. The addition of 116 units (at a minimum) and up to 464 units (as a maximum) provides significant concern at both ends, if a park is not provisioned for each residential unit. I would like to see a submission that accounts for parking needs and also the potential for residents to have residents only parking passes for Gladstone road.

22.2

On the commercial area, this is very important to the development. The documentation noted that it is only applicable if commercially viable - what happens to this area if not? The superette seems too small for what would be useful to this neighbourhood. We already have a convenience store at the service station. This would need to be a metro style supermarket to be of additional use. The medical centre and amenities, and cafe, are good developments.

Shane Cameron fitness is also a big part of this community. It would be great if there could remain

space for them. A community gym of this nature provides a lot more than a low cost franchise like Snap Fitness.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Parking provision for each residential unit, Gladstone resident parking passes, metro style supermarket (bigger than current space), retained Shane Cameron Fitness

Submission date: 22 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - alexander mcgregor
Date: Thursday, 22 July 2021 1:00:38 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: alexander mcgregor

Organisation name:

Agent's full name:

Email address: awmcgre@gmail.com

Contact phone number:

Postal address:
5/15 gladstone rd
northcote
norgh shore city 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:
proposed plan change 62(private):onewa road

Property address: 119,121&129 onewa rd and at 1,3,5&7 gladstone rd

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

23.1 | i understand my property will also change under the rezoning proposal.
i also believe that under the current zoning a similar development is permitted

I or we seek the following decision by council: Decline the plan change

Submission date: 22 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Mark David Bull
Date: Thursday, 22 July 2021 2:15:41 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Mark David Bull

Organisation name:

Agent's full name: Mark Bull

Email address: bullmb@gmail.com

Contact phone number: 0276091282

Postal address:
 34 Gladstone Road
 Northcote
 Auckland
 Auckland 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:

Property address: 119,121 and 129 Onewa Road and 1,3 5 and 7 Gladstone Road

Map or maps: As above

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

24.1 I am not opposed to the development in general, but did not find reference to residential parking in there. Gladstone Road already has no parking available during the day and limited for residents in the evening. The addition of 116 units (at a minimum) and up to 464 units (as a maximum) provides significant concern at both ends, if a park is not provisioned for each residential unit. I would like to see a submission that accounts for parking needs and also the potential for residents to have residents only parking passes for Gladstone road.

24.2 On the commercial area, this is very important to the development. The documentation noted that it is only applicable if commercially viable - what happens to this area if not? The superette seems too small for what would be useful to this neighbourhood. We already have a convenience store at the service station. This would need to be a metro style supermarket to be of additional use. The medical centre and amenities, and cafe, are good developments.

--

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: See above commentary

Submission date: 22 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - David Maunsell
Date: Thursday, 22 July 2021 3:16:39 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: David Maunsell

Organisation name:

Agent's full name:

Email address: dmaunsell.nz@gmail.com

Contact phone number:

Postal address:
32 Gladstone Road
Northcote
North Shore 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:
Parking

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

25.1 | The complete lack of provision for parking if these properties are ever developed as Apartments is my primary concern with the proposed zoning change

25.2 | Whilst I am not completely apposed to the potential development of 119, 121, & 129 Onewa Road, and would welcome some increased amenity value in this area by the provision of say a large Superette, Medical, Cafe etc,

I am completely apposed to a rezoning that would allow the potential for maximising apartments without the requirements to provide tenant parking.

The current zoning looks to fit the requirements for ethical redevelopment and also protects against the potential negative effects of parking congestion for the existing residents of the street.

I or we seek the following decision by council: Decline the plan change

Submission date: 22 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

**NOTICE OF SUBMISSION TO PROPOSED PLAN CHANGE 62 TO THE AUCKLAND UNITARY
PLAN PURSUANT TO CLAUSE 6 OF THE FIRST SCHEDULE OF THE RESOURCE MANAGEMENT
ACT 1991**

To: Planning Technician
Auckland Council
Private Bag 92300
Auckland 1142

Via email: unitaryplan@aucklandcouncil.govt.nz

Submitter: Z Energy Limited
PO Box 2091
WELLINGTON

Address for Service: 4Sight Consulting Limited
201 Victoria St West
PO Box 911310, Victoria St West,
AUCKLAND 1142

Attention: Mark Laurenson

Phone: 021 0868 8135

Email: markl@4sight.co.nz

A. Introduction

1. Through Plan Change 62 (PC62) Goldstar Corporation Limited proposes to rezone the Business – Light Industry Zone land hatched in **Figure 1** below to Business – Mixed Use Zone. This area is located on the northern side of Onewa Road and includes parcels of land to the east and west of Gladstone Road.
2. Z Energy Limited (Z Energy) holds a long-term lease for 119 Onewa Road where it operates the service station (Z Northcote). That site is outlined in turquoise below and is in the south-east corner of the area subject of PC62. Z Energy, as occupier of 119 Onewa Road, is considered by Auckland Council (Council) to be an affected party to PC62.



Figure 1: PC62 land area hatched with 119 Onewa Road outlined in turquoise.

3. The resource consent application (LN-2136019) to establish and operate the service station and six retail units was approved 19 February 2013. That application was granted pursuant to the Auckland Council District Plan – North Shore Section and the National Environmental Standard for Contaminated Soils. The resource consents have been given effect.
4. The resource consents provide for a service station to operate 24 hours per day, seven days per week, served by two left turn vehicle crossings with access provided by the western crossing and egress via the western crossing. The fill points for the underground tanks (west of the forecourt) are located adjacent to the roadside refuelling lane with the vents along the southern boundary. Timing for fuel deliveries and waste collection is restricted by conditions of consent. Noise generated from any activity related to the service station and retail units shall not exceed the limits in condition 18, as included below:

	Monday-Saturday 0700hours-2000hours	Monday-Saturday 2000hrs - 2300hrs	Sun & Public Holidays 0700hrs - 2400hrs	All other Times
As measured at any residential zone boundary	50 dBA L ₁₀	45 dBA L ₁₀	45 dBA L ₁₀	40 dBA L ₁₀ 75dBA L _{max}
as measured at any site boundary zoned Business 1, 2, 3, 4, 5, 6, 7, 8 or Mixed Use	65 dBA L ₁₀	65 dBA L ₁₀	65 dBA L ₁₀	65 dBA L ₁₀
as measured at any site boundary zoned Business 9 and 10	70 dBA L ₁₀	70 dBA L ₁₀	70 dBA L ₁₀	70 dBA L ₁₀

5. In the above table, the Business 9 and 10 zones referred to are essentially industrial zones. While the residential boundary would not change through PC62, the site boundaries that are zoned for the equivalent of Business 9 – 10 and Business - Mixed Use purposes would.
6. The resource consents and the approved plans are attached at **Appendix A**.
7. Z Energy does not have an interest in the activities undertaken at 121 Onewa Road, currently a TANK and Pita Pit (food and beverage activities) and Snap Fitness (a fitness centre). On **Figure 1**, these are the units in the ‘S’ shaped building to the immediate west of the service station forecourt.
8. Z Energy is not aware of any attempts by the proponent of the PC62 to consult with it.

B. The specific provisions of PC62 that Z Energy’s submission relates to are summarised as follows:

9. Under the partially operative Auckland Unitary Plan (*AUP(OP)*) the area subject of PC62 is zoned Business – Light Industry Zone. The Business – Light Industry zone anticipates activities that do not generate objectionable odour, dust or noise and a level of amenity lower than in the Business -Mixed Use Zone. This is reflected in the activity status of particular activities in the zone, for instance service stations are permitted activities and dwellings and integrated residential development are non-complying. In contrast, the Business – Mixed Use Zone that is proposed is a transitional area, in terms of scale and activity, between residential areas and various business zones. Service stations are restricted discretionary activities, while dwellings and integrated residential development are permitted activities, as are care centres, tertiary education, visitor accommodation, and other similar activities. These activity statuses represent a reverse presumption: in the Business - Mixed Use Zone the onus is on the service station to prove acceptability whereas in the Business – Light Industrial Zone a service station is generally considered acceptable.
10. The proposed rezoning from Light Industry to Mixed Use proposes significant change to the land development potential of the PC62 area. While service stations can be successfully

developed in a range of environments / zones, the perceived acceptability of potential adverse effects can depend on the underlying zoning and the intensity and nature of activities around it. An industrial zoning clearly signals that the level of effect generated, particularly in relation to amenity / nuisance effects, will be greater than in other business environments. Z Energy is concerned at the potential for the encroachment of generally permitted activities which may give rise to the potential for adverse effects, particularly nuisance, amenity and reverse sensitivity effects, irrespective of the service station operating in accordance with its resource consent.

- 26.1 | 11. In the context of the background above, this submission opposes the rezoning of the land east of Gladstone Road and seeks to retain the Business – Light Industry Zone. The Plan Change does not include a s32 analysis of the proposed change in zoning on this side of the road, relative to the existing and potential development and therefore is unable to reasonably conclude that the proposed zoning is “better” than the existing. In that context, retention of the existing zone will minimise encroachment of activities which may give rise to the potential for adverse effects on the existing lawfully established existing environment, including in relation to the service station, despite operation in accordance with resource consent conditions, and provide a high degree of protection and flexibility for the service station to operate within.
- 26.2 | 12. Z Energy seeks to ensure that if PC62 is approved, it appropriately mitigates potential adverse effects, including reverse sensitivity effects, on the ongoing operation of the service station.
- 26.3 | 13. Z Energy is neutral with regard to the rezoning of land west of Gladstone Road.
14. The specific matters submitted on, the rationale for Z Energy’s submission on each of the matters, and the relief sought, is described in more detail in **Schedule 1**.
15. In addition to the specific outcomes sought below, the following general relief is sought:
- 26.4 | (a) Achieve the purpose and principles of the Resource Management Act 1991 (*RMA*) and consistency with the relevant provisions in Sections 6 - 8 RMA;
- 26.5 | (b) Consistency with the AUP(OP), including giving effect to the Regional Policy Statement;
- 26.6 | (c) Assist the Council to carry out its functions of achieving the integrated management of the effect of the use, development or protection of land;
- 26.7 | (d) Meet the requirements of the statutory tests in section 32 (s32) of the RMA;
- 26.8 | (e) Avoid, remedy, or mitigate any relevant and/or identified environmental effects, particularly with respect to impacts on existing lawfully established activities;
- 26.9 | (f) Make any consequential relief as required to give effect to this submission, including any consequential relief not specifically subject of this submission; and
- 26.10 | (g) Any other relief required to give effect to the issues raised in this submission.

- C. Z Energy wishes to be heard in support of this submission.
- D. If others make a similar submission, Z Energy may be prepared to consider presenting a joint case at any hearing.
- E. Z Energy could not gain an advantage in trade competition through this submission.
- F. Z Energy is directly affected by an effect of the subject matter that –
 - i. Adversely affects the environment; and
 - ii. Does not relate to trade competition or the effects of trade competition.

Signed on and behalf of Z Energy Limited as authorised signatory.



.....

Mark Laurensen
Principal Planner

Dated this day of 22 July 2021

SCHEDULE ONE**A. The specific provisions of PC62 subject of this submission are:**

- The rezoning of land east of Gladstone Road from Business – Light Industry Zone to Business - Mixed Use Zone, which is opposed;

B. The reason for the submission and relief sought are:

Clause 22 to Schedule 1 of the RMA requires plan change requests to explain the purpose and reasons of the plan change and to contain an evaluation report prepared in accordance with s32. Where environmental effects are anticipated, the request shall describe those effects, taking into account clauses 6 and 7 of Schedule 4.

In assessing the effects of the amending proposal, the s32 report surmises that the objectives of the existing proposal¹ (the Business – Light Industry Zone) will relate well to the potential planning and design outcomes sought by PC62, the amending proposal and that the objectives of the existing proposal have little real relevance or remnant value on this particular site and its existing activities, which are concluded to be generally as well suited to the Mixed Use as to the Light Industry zoning.² The assessment of effects is similarly broad. For instance, it addresses character and amenity effects at section 6.2 without reference to the existing service station activity. The section concludes that the proposed zoning is more likely to produce a character of development and amenity standards in harmony with the combination of both surrounding development and existing development on the area subject of the proposed rezoning.

The proponent's s32 analysis and effects assessment does not address how the two zones provide differently for a range of activities, or the potential adverse effects on existing activities of that. As set out below, this is an important point of difference between the zones and one that has the potential to adversely affect the ongoing operation of the service station.

As previously described in the cover to the objection, the Business – Light Industry Zone anticipates industrial activities that do not generate objectionable odour, dust, or noise and which can both operate in and result in a level of amenity lower than in the Business -Mixed Use Zone. This is reflected in the activity statuses of each zone.

The existing Business - Light Industry Zone is enabling of service stations and the similar zoning of adjacent sites to the north and west reduces potential for nuisance effects, effects on amenity, and reverse sensitivity effects. This is important for the ongoing operation of the service station. The proposed Business – Mixed Use Zone would permit the operation of a range of activities immediately north and west of the service station which are defined in the AUP(OP) as:

- Activities sensitive to hazardous facilities and infrastructure (noting that the service station is captured by the definition of hazardous facilities);

¹ Existing proposal is used at s32(3) RMA to describe a standard, statement, national planning, standard, regulation, plan, or change this is already proposed or that already exists.

² S32 report, paragraphs 5.23-5.24

- Activities sensitive to noise; and
- Activities sensitive to air discharges (with no distinction as to whether these may be permitted discharges or require consent).

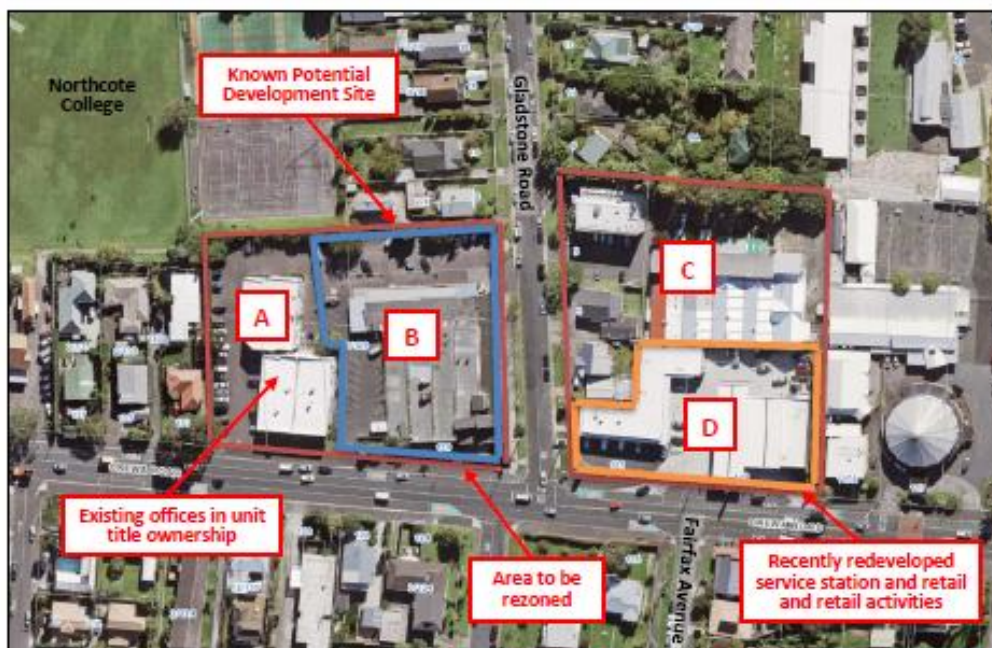
For instance, under PC62 as proposed, a childcare centre or healthcare facility with overnight stay facilities could establish as of right immediately north and west of the forecourt, despite being activities recognised in the AUP(OP) as sensitive to air discharges, hazardous facilities and noise. Z Energy is concerned at the absence of any analysis of this in PC62, including any analysis of the hazardous substance, air quality, or noise provisions of the AUP(OP). It is difficult to see how the conclusion referred to above (that the objectives of the existing proposal have little real relevance or remnant value on this particular site and its existing activities) can be reached in the absence of analysis. While service stations can be established and successfully operate in both zones, the degree of difficulty in doing so varies considerably and simply has not been assessed.

While it is recognised that the existing service station was granted resource consent to operate in reasonably close proximity to a range of existing activities, including an existing care centre (Tui Nest, located north of the site), that followed careful consideration of a full range of effects through a resource consent process. That consideration extended, for various reasons, to the nature and extent of the activities within the retail units to the west of the service station. The proposed rezoning would not provide for such a careful assessment of a new (or expanded) childcare facility, and would potentially facilitate activities within those units that had different characteristics to those authorised by the existing resource consent. Nor does the assessment discuss or demonstrate the potential implications of such activity on, for example the Health and Safety at Work (Hazardous Substances) Regulations 2017.

26.11

From a traffic perspective, Z Energy is similarly concerned that the rezoning will enable a wide range of activities to occur as a permitted activity at 121 Onewa Road (which currently relies on vehicle crossings shared with the service station) without scope or with limited scope for Council to consider potential traffic effects. This matter is not comprehensively addressed in the s32 analysis and accompanying reports.

The Transport Assessment describes the site in four areas as depicted in **Figure 9** below.



Source: <https://geomapspublic.aucklandcouncil.govt.nz/viewer/index.html>

Figure 9 – Areas of Rezoning

The corresponding assessment focuses on the effects of the rezoning of Areas B and C, drawing on the plans that have been drawn up for development of Area B and applying similar development to Area C. The rationale for the focus on Areas B and C is that Area A is in multiple ownership and that Area D includes a recently developed service station and retail activities. Under this approach, the assessment concludes that development of areas B and C will generate 182 additional AM peak hour trips and 50 additional PM peak hour trips.

The focus on Areas B and C was subject of a further information request pursuant to clause 23 of Schedule 1 RMA. The response on behalf of the proponent is that there is unlikely to be a significant net increase in traffic generation potential for areas A and D in the event they are redeveloped. The rationale for that conclusion is unclear. In terms of the area at 121 Onewa Road for instance, the development potential of that site for a range of higher traffic generating activities permitted in the Business – Light Industry Zone is limited by a range of factors, including the size and shape of the lot and current reliance on crossings shared with the service station operations at 119 Onewa Road.

A significant increase in number of vehicle movements via the crossings shared with the service station is a concern to Z Energy. That reflects, in part, concerns raised by parties in relation to the movements provided for under the existing resource consents for the development at 119-121 Onewa Road. Also, however, that the rezoning, and any potential subsequent redevelopment or change in land use in line with the same, will provide a significantly different context under which to review the conditions of the resource consent that provides for the service station. Such a review is provided for by condition 53 of LN-2136019 and enables (inter alia) review of operating hours, traffic and traffic management, noise and any adverse effect on the environment arising as a result of the exercise of that consent. Z Energy does not consider that these matters have been appropriately addressed by the proponent of PC62.

26.13

In the absence of a robust s32 analysis and effects assessment, Z Energy does not consider that PC62 has been developed in accordance with the relevant statutory requirements nor demonstrated that the proposed Business – Mixed Use Zone provisions, at least as it relates to the land east of Gladstone Road, are the most appropriate way to achieve the purpose of the RMA.

26.14

As such, Z Energy seeks that PC62, insofar as it affects the land east of Gladstone Road, and in particular Area D on **Figure 9** above, is declined such that the Business – Light Industry Zone is retained.

APPENDIX A: RESOURCE CONSENT DECISION LN-2136019 AND APPROVED DRAWINGS

the proposal is an efficient use of the site and will appropriately maintain amenity values and the quality of the environment, given the purpose of the zone and the outcomes anticipated by the relevant objectives and policies and assessment criteria.

12.0 DECISION

**** This decision incorporates minor corrections, made under section 133A of the RMA, to drawing references in conditions 1 and 7.****

12.1 Decision One

That pursuant to sections 37 and 37A of the Resource Management Act, the time limit for the receipt of submissions is waived to accept the late submissions of M Barnett and K Fox, for the reasons that granting a waiver will be consistent with the participatory intention of the Act and, as the two submissions raise matters that are already identified in others' submissions, the acceptance of the late submissions does not prejudice the applicant's proposal.

By consent, that the late submissions of Nada Signal presented at the hearing be accepted.

12.2 Decision Two

That pursuant to sections 104 and 104B of the Resource Management Act, consent is **granted** to the Discretionary activity application by Wallace Development Company Ltd to authorise resource consent for the partial demolition of the existing building and the establishment and operation of a service station and separate retail units at 119 Onewa Road, Northcote being Lots 1 and 2 DP 40998, Lot 1 DP 51447, Lot 1 DP 112891, Lot 9 DP 4048 and Lot 5 Deed Plan 173 (Consent Application LN-2136019)

The reasons for this decision are as follows:

- (a) Overall, the development meets the intent of the relevant objectives, policies and assessment criteria of the District Plan and is consistent with the purpose of the site's zoning. Subject to conditions, any adverse effects will be adequately avoided, remedied or mitigated.
- (b) The majority of the traffic movements generated will come from vehicles already on the roading network and the existing roading network has sufficient capacity to accommodate the 'new trips' generated by the development.
- (c) Vehicular access has been designed in such a manner so as to avoid compromising pedestrian and vehicular safety.
- (d) In terms of the proposed car parking, the activities will be provided with sufficient on-site parking to accommodate anticipated demand, thereby avoiding any overspill to the surrounding streets.
- (e) The service station will comply with the HSNO regulations in regards to the storage of hazardous substances.

- (f) In terms of air quality, the proposed service station complies with the requirements of the Air, Land and Water Plan in respect of levels of discharge to air and a vapour recovery unit will avoid the discharge of vapour fumes during tanker re-filling. Petrol station staff will be trained for spill response procedures and the vents have been located away from the nearest sensitive receivers.
- (g) Appropriate procedures and methodologies will be undertaken following the demolition phase to identify, report on and remediate any potential soil contamination.
- (h) The procedures and mitigation measures outlined in the submitted Land Management Plan, and the implementation of an appropriate Construction Management Plan will suitably manage the construction-related effects.
- (i) The proposed landscaping will serve to soften and screen the visual impact of the built form and will maintain the amenity values of the site and locality.
- (j) The activities will comply with the noise, lighting and waste management requirements of the District Plan, and the hours of operation of the activities will be restricted to reflect the site's location at a residential interface, thereby avoiding any adverse operational effects.
- (k) The buildings will not unduly shade or dominate the adjoining sites or surrounding area by presenting a modern form at a residential scale, which acknowledges and is sympathetic to its surrounds.
- (l) The signage package will demarcate the site and its associated activities and serve customers already within the complex. Where illuminated, all signage will comply with the relevant District Plan requirements and a safety audit has demonstrated that they will not compromise pedestrian or vehicular safety
- (m) The small scale of the retail floor area will ensure the development is ancillary to the function of existing business centres, and will not compromise their vitality or viability.
- (n) The development will provide services and employment opportunities to the local community, thereby enabling their social and economic well-being.
- (o) The development is consistent with Part 2 of the RMA, being the sustainable management of natural and physical resources.

12.3 Conditions

Pursuant to section 108 of the Resource Management Act, this consent is subject to the following conditions:

GENERAL CONDITIONS

Activity in accordance with plans

1. The establishment and operation of the service station and separate retail units shall be carried out in accordance with the plans and all information submitted

with the application, being

- Assessment of Environmental Effects prepared by Burton Planning Consultants Ltd, dated July 2012; and further updated through the further information responses dated, 20/08/12 and 13/11/12.
- Revised Plans prepared by SHA Architecture Ltd – sheets A-02D, A-03E, A-04E, A-05E, A-06E, A-07D, A-08D, A-09E, A-10E, A-11E and A-12E
- Land Management Plan prepared by MSC Consulting Group Ltd, dated July 2012, ref: 32862C
- Soft Landscape Works Specification Report prepared by LA4 Landscape Architects, dated July 2012
- Environmental Management Plan for Site Works at Petroleum Handling Facilities prepared by Z Energy Ltd, dated 19/05/11
- Engineering Infrastructure Report prepared by MSC Consulting Group Ltd, dated July 2012, ref: 32862C
- Lighting Assessment Report prepared by Aurecon, dated 23/07/12, ref: 230249
- Interceptor Sizing prepared by PetroChem Consulting Ltd, undated
- Acoustic Report prepared by Hegley Acoustic Consultants Ltd, dated July 2012, ref: 9399; and the subsequent letters dated 20/08/12 and 22/08/12
- Traffic Impact Assessment prepared by Traffic Solutions Ltd, dated 26/07/12, Issue A; and the subsequent letters dated 20/08/12

All Charges Paid

2. This consent (or any part thereof) shall not commence until such time as the following charges, which are owing at the time the council's decision is notified, have been paid in full:
 - a. All fixed charges relating to the receiving, processing and granting of this resource consent under section 36(1) of the Resource Management Act 1991 (RMA); and
 - b. All additional charges imposed under section 36(3) of the RMA to enable the council to recover its actual and reasonable costs in respect of this application, which are beyond challenge.
3. The consent holder shall pay any subsequent further charges imposed under section 36 of the RMA relating to the receiving, processing and granting of this resource consent within 20 days of receipt of notification of a requirement to pay the same, provided that, in the case of any additional charges under section 36(3) of the RMA that are subject to challenge, the consent holder shall pay such amount as is determined by that process to be due and owing, within 20 days of receipt of the relevant decision.

Monitoring Charges

4. The consent holder shall pay the Council a consent compliance monitoring charge

of \$1200 (inclusive of GST), plus any further monitoring charge or charges to recover the actual and reasonable costs that have been incurred to ensure compliance with the conditions attached to this consent. (This charge is to cover the cost of inspecting the site, carrying out tests, reviewing conditions, updating files, etc, all being work to ensure compliance with the resource consent).

5. The \$1200 (inclusive of GST) charge shall be paid as part of the resource consent fee and the consent holder will be advised of the further monitoring charge or charges as they fall due. Such further charges are to be paid within one month of the date of invoice.

Hours of Operation – Retail Units

6. The hours of operation for the activities in the retail units shall be limited to:

7:00am – 11:00pm Sunday to Wednesday

7:00am – 12:00am (midnight) Thursday to Saturday

For the avoidance of doubt, the service station may operate 24 hours a day, 7 days a week.

Landscaping

7. The landscape plan prepared by LA4 Landscape Architects reference 121091-PP01 Rev C dated 12/12/12 shall be implemented prior to the end of the planting season (May to September) immediately following completion of construction works associated with this consent. Prior to establishing the dense screening between the service station building and the Parish House, the applicant shall confer with the representatives of St Mary's Church regarding that landscaping including the species to be planted and height at which the landscaping is to be maintained. The landscaping shall be maintained at that height thereafter. All newly planted trees and/or shrubs that die or decline, to a point that in the opinion of the Council's Monitoring Officer they are of no value, at any time over the three years following the initial planting, must be replaced. The replacement trees and/or shrubs must be of the same grade and size and planted no later than the following planting season (May to September).

Traffic Matters

8. An Auckland Transport approved Construction Management Plan shall be submitted to Auckland Council's Takapuna Development Engineer prior to commencement of any construction activities.
9. The design of the accesses shall incorporate mountable portions to minimise the pedestrian crossing distance.
10. Yellow box hatching, or similar, shall be installed within the site at the vehicular exit point.
11. Fuel deliveries shall be limited to between 9:30 AM and 2:30 PM and between 4:00 pm and 8:00 pm.
12. The consent holder shall take responsibility for relocating any signage and markings of the bus stop and the new bus shelter shall be an Adshel shelter. These works shall be undertaken at the consent holder's expense. The final design and location of the necessary works shall be approved by Auckland

Transport's Public Transport Network Planner prior to any such works being undertaken.

Soil Contamination

13. Once the demolition is completed and before any soil excavation begins, the consent holder shall engage a suitably qualified practitioner to carry out a detailed site contamination investigation and provide an investigation report with soil test results and, if appropriate, an appropriate remediation action plan to the satisfaction of the Council's Team Leader Environmental Health North.
14. All site investigations and reporting shall be carried out in accordance with the Guidelines for Assessing and Managing Contaminated Land in New Zealand, prepared by the Ministry for the Environment.
15. No earthworks or construction work shall be undertaken until a site investigation report and, if appropriate, an appropriate remediation action report (including health and safety procedures) is provided to and approved by Auckland Council.
16. Should soil contamination that poses risk to human health be found on site, the consent holder shall:
 - a. Implement the remediation action plan and dispose of any excavated contaminated materials to a landfill/facility that is consented to accept contaminated material. All remediation work must be supervised by a practitioner experienced in contaminated site remediation.
 - b. Within three months of completion of the remediation works, the consent holder shall provide to the satisfaction of the Council's Team Leader Environmental Health North a site validation report confirming the remediation works have been carried according to the remediation action plan.

Hazardous Substances

17. Prior to the service station commencing operation, a certificate issued by a Environmental Protection Authority (EPA) registered test certifier is to be provided to Auckland Council to confirm:
 - a. That the installation of proposed Underground Petroleum Storage system has comply with the current EPA Code of Practice for the Design, Installation and Operation of Underground Petroleum Systems; and
 - b. That a suitable vapour recovery system has been installed into the fuel storage system.

Operational Noise

18. The noise generated from any activity related to the service station and retail units on the application site shall not exceed the following noise limits:

	Monday-Saturday 0700hours- 2000hours	Monday-Saturday 2000hrs – 2300hrs	Sun & Public Holidays 0700hrs – 2400hrs	All other Times
As measured at any residential zone boundary	50 dBA L ₁₀	45 dBA L ₁₀	45 dBA L ₁₀	40 dBA L ₁₀ 75dBA L _{max}
as measured at any site boundary zoned Business1, 2, 3, 4, 5, 6, 7, 8 or Mixed Use	65 dBA L ₁₀	65 dBA L ₁₀	65 dBA L ₁₀	65 dBA L ₁₀
as measured at any site boundary zoned Business 9 and 10	70 dBA L ₁₀	70 dBA L ₁₀	70 dBA L ₁₀	70 dBA L ₁₀

19. Noise levels shall be measured and assessed in accordance with the requirements in NZS 6801:1991: 'Measurement of Sound' and NZS 6802:1991: 'Assessment of Environmental Sound'. The noise shall be measured with a sound level meter complying with the international standard Sound Level Meters, Type 1.
20. There shall be no amplified music associated with the operation of activities on the subject site.
21. Waste disposal and collection on site shall not be to be undertaken between the hours of 8:00pm and 7:00am Monday – Sunday.
22. All acoustic barrier fences shall be constructed in accordance with the approved site plans.

BEFORE CONSTRUCTION STARTS

Pre-Construction Advice to Monitoring

23. The Team Leader, Compliance Monitoring North, shall be notified at least two (2) working days prior to earthwork activities commencing on the subject site.

Sediment and Erosion Control in Accordance with Approved Plan

24. All earthworks shall be managed to minimise any discharge of debris, soil, silt, sediment or sediment-laden water from the subject site either to land, stormwater drainage systems, watercourses or receiving waters. In the event that a discharge occurs, works shall cease immediately and the discharge shall be mitigated and/or rectified to the satisfaction of the Team Leader, Compliance Monitoring North.

25. The operational effectiveness and efficiency of all erosion and sediment control measures specifically required as a condition of resource consent or by the Erosion and Sediment Control Plan shall be maintained throughout the duration of earthworks activity, or until the site is permanently stabilised against erosion.

Vehicle Crossing

26. (a) The footpath at any new vehicle crossings shall be continuous and level, with pedestrian priority.
- (b) Any reinstated kerbs shall be built using the same material as existing kerbs, construction shall be according to North Shore City Standard Engineering Details, and all restoration work shall be undertaken at the expense of the applicant.

Wastewater Drainage

27. The Consent Holder shall obtain the approval of the Watercare Services Ltd (WSL) in respect to the proposed wastewater works.

Stormwater Drainage

28. The consent holder shall provide a stormwater drainage and on-site stormwater management system, the design of which shall be presented to the Council with the building consent application.

The stormwater system design shall make adequate provision for the drainage of surface water, including from existing or proposed public or private carriageways.

This stormwater drainage system shall also comply with the Rules set out in Section 8.4 of the Auckland Council District Plan (North Shore Section), for stormwater management area SMA2.

29. Enviropod filters are to be installed in all cesspits not draining to the API separator.
30. Regular maintenance of the API separator must be undertaken, with cleaning being scheduled annually at the minimum, or more frequently if required.
31. All staff working within the forecourt are to be trained and familiar with the "Stormwater Management Plan" and spill response procedures.
32. The buildings shall be designed and constructed in such a manner that building loads are not imposed on the public stormwater drain.
33. Drainage easements are to be established over all private connection drains where these connection drains traverse an adjacent lot.

Retaining Walls

34. Retaining walls alongside property boundaries shall be designed for any existing surcharges from adjacent land and for a minimum surcharge of 9kPa, and shall be locate wholly within the site's boundaries along with any supporting structures.

Design Drawings

35. The Consent Holder shall provide complete engineering drawings, accompanied by a design certificate in the form of Schedule 1A of NZS 4404:2010, detailing all bulk earthworks, private accessways and proposed new or altered public assets including stormwater, wastewater and water supply services and any works affecting the public road carriageway or berm. Details of proposed silt detention measures shall be shown. The drawings shall be submitted as an Engineering Works Approval (Major) for assessment and written approval of the Council's Takapuna Development Engineering Team before the commencement of any works, unless otherwise specified within this consent. Design of the works shall be in accordance with the Infrastructure Design Standards Manual: Issue 10 January 2009.

Corridor Access Request/Vehicle Crossing Application

36. The contractor acting for the consent holder shall seek and complete Corridor Access Request formalities online at web address www.beforeudig.co.nz and obtain confirmation of authorisation and the approval conditions from Auckland Transport before commencing work within the public road berm or carriageway. The consent holder or his/her contractor shall meet all associated costs.

The consent holder shall complete an "Application to construct a Vehicle Crossing" form and receive written notification of approval from Auckland Transport before commencing construction of the proposed vehicle crossing. The Consent holder shall meet all associated costs.

DURING CONSTRUCTION

Work in Accordance with Approved Plans

37. A copy of the consent conditions, the Council stamped, approved plans and the Council stamped, approved Erosion and Sediment Control Plan shall be kept on site at all times. All contractors and sub-contractors shall work in accordance with them. It is the responsibility of the consent holder to ensure that this happens.

Stability of Adjoining Sites

38. All earthworks shall be managed to ensure they do not lead to any uncontrolled instability or collapse affecting wither the site or adversely affecting any neighbouring properties. In the event that such collapse or instability does occur, it shall be immediately rectified.

Supervision of Tank Excavations

39. A suitably qualified and Council registered Chartered Professional Engineer is to supervise excavations for the underground petroleum storage tanks and ensure the temporary support of cut faces where required.

Paving of Parking and Access

40. All parking spaces, access-ways and manoeuvring areas shall be formed, drained and finished with an all-weather dust-free surface, in accordance with the Council stamped, approved plans. This shall be to the satisfaction of the Council's Monitoring Officer, and be completed prior to commencement of the activity.

Noise Limits

41. All construction activity (including earthworks) on the subject site shall comply with the New Zealand Standard 6803:1984 'The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work' for Acoustics – Construction Noise.

The use of noise generating motorised equipment and vehicles associated with construction activity on the subject site shall be restricted to between the following hours:

Monday to Saturday: 7:30 am to 6:00pm

There is to be no operation of noise-generating, motorised equipment and vehicles associated with construction activity on the subject site on Sundays or public holidays.

Erosion and Sediment Control Plan – During Construction

42. All personnel working on the site shall be made aware of the Erosion and Sediment Control Plan and its requirements. The approved Erosion and Sediment Control Plan shall be kept on site for inspection by the Council's Takapuna monitoring officer.

Discharge of Washings

43. Washings from building activity (e.g. concrete products, wheelbarrows, paint or plastering) shall not be directed/discharged/deposited into any road, gutter, drain or stormwater system. If such material is discharged into one of the abovementioned features, the consent holder shall, at their expense take all necessary measures to remove the contaminant from the feature.

Dust nuisance

44. There shall be no airborne or deposited dust beyond the subject site as a result of the earthworks activity, that in the opinion of the Team Leader, Compliance Monitoring North, is noxious, offensive or objectionable.

Avoidance of obstructing access

45. There shall be no obstruction of access to public footpaths, berms, private properties, public services/utilities, or public reserves resulting from the earthworks or construction activity. All materials and equipment shall be stored within the subject site's boundaries.

Avoidance of discharge of sediment-laden water

46. To prevent discharge of sediment-laden water or other debris into any public stormwater drainage systems or watercourses and therefore into receiving waters, and to prevent nuisance and amenity impacts on users of the road reserve, there shall be no deposition of earth, mud, dirt or other debris on any public road or footpath resulting from earthworks activity on the subject site. In the event that such deposition does occur, it shall immediately be removed. In no instance shall roads or footpaths be washed down with water without appropriate erosion and sediment control measures in place to prevent contamination of the stormwater drainage system, watercourses or receiving waters.

Avoidance of Damaging Assets

47. There shall be no damage to public roads, footpaths, berms, kerbs, drains, reserves or other public asset as a result of the earthworks or construction activity. In the event that such damage does occur, the Team Leader, Compliance Monitoring North, will be notified within 24 hours of its discovery. The costs of rectifying such damage and restoring the asset to its original condition will be met by the consent holder.

FOLLOWING COMPLETION OF CONSTRUCTION

Removal of Erosion and Sediment Controls

48. Notice shall be provided to Compliance And Monitoring Takapuna, at least two (2) working days prior to the removal of any erosion and sediment control works specifically required as a condition of resource consent.

Post Construction DVD

49. The consent holder shall provide to council a post construction DVD of any public stormwater line within 1m of piling or within 300mm of a carriageway subgrade. The DVD shall be provided to the Development Engineer, Takapuna prior to the commencement of the activity.

Quality Assurance Manual (QAM) Documentation

50. A *Certificate Of Practical Completion* (QAM Appendix 6) is to be provided and forwarded with other QAM completion documents to Takapuna Development Engineering Team at the completion of all construction works.

As-built Design Drawings

51. Accurate as-built plans shall be submitted to the Council for all public services, including underground services, roading, street lighting and landscaping, in accordance with the As Built Requirements Version 1.2 September 2012. One set of A3 prints is required as part of the QAM documentation.

Post-construction Advice to Monitoring

52. The Team Leader, Compliance Monitoring North, shall be notified upon the completion of the construction works.

Review of Conditions

53. (i) Pursuant to s128 of the RMA, the Council may serve notice on the consent holder of its intention to review any of the conditions of this consent relating to or affected by the following matters:
- (a) Operating hours
 - (b) Traffic and traffic management
 - (c) Noise


- (d) Access to the site by service and delivery vehicles
- (e) Delivery and rubbish collection hours
- (ii) This review may take place at 12 months and then annually after the commencement of the activity
- (iii) Otherwise, the Council may serve notice on the consent holder of its intention to review conditions of this consent for the purpose of dealing with any adverse effect on the environment that has arisen as a result of the exercise of this consent.

ADVICE NOTES

1. A copy of this consent should be held on site at all times during the establishment and construction phase of the activity. The consent holder is requested to notify Council, in writing, of their intention to begin works, a minimum of seven days prior to commencement. Such notification should be sent to the Takapuna Resource Consent Compliance and Monitoring Team, by Email Takapuna.RCCompliance@aucklandcouncil.govt.nz, Fax (09) 301 0100 or post Private Bag 92300, Auckland 1142 and include the following details:
 - * name and telephone number of the project manager and the site owner;
 - * site address to which the consent relates;
 - * activity to which the consent relates; and
 - * expected duration of works.
2. Any works within the road reserve require the prior approval of Auckland Transport, this includes vehicle crossings, reinstating verges and temporary occupation of the berm / verge during construction; this is typically covered by a Corridor Access Request (CAR).
3. The consent holder is advised to contact Auckland Transport as early as possible to discuss design elements, e.g. road markings / signs, reinstatement of verge, retaining walls, that may be required; any installation of Road markings may require formal resolution and gazetting in accordance with the Traffic Control Devices (TCD) rules; any preparation of documentation or consultation required with the installation and gazetting of road marking is to be the responsibility of the consent holder.
4. Auckland Transport is also the authority that receives, reviews and approves construction traffic management plan.

Chairperson

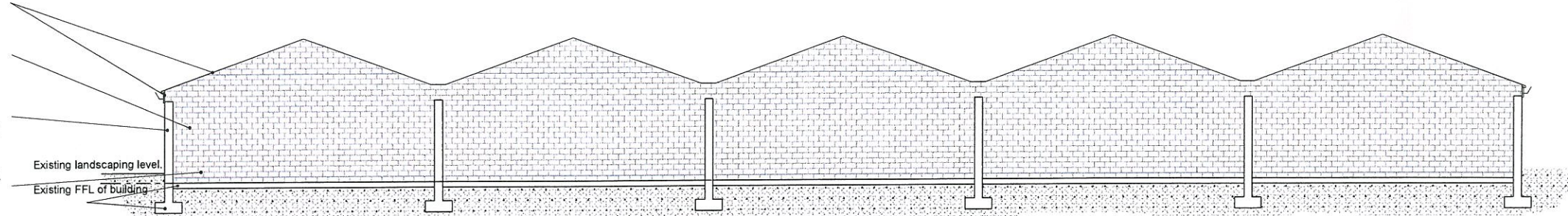
Date:



 19/2/13

Approved Resource Consent Document
 Planner: Blair Toford
 Date Granted: 26/02/13
 Consent No: LN-2136019

- Existing roof structure to remain.
- New 190mm block wall. Paint finish. Provide new Coloursteel cap flashing to top of blockwall.
- Existing concrete columns to remain. Allow to make good. Paint exterior Z Mineral Brown. Provide new Coloursteel cap flashing to top of blockwall.
- New 700mm high (approx) retaining wall. Refer to C & S series engineers details. Paint finish.
- Existing concrete floor slab and foundations to remain to remain. Allow to make good.



EXTERNAL ELEVATION OF ADJACENT EXISTING REMAINING BUILDING

REFERENCE DRAWINGS

DWG NO.	DRAWING TITLE

GENERAL NOTES

• Figured dimensions to take precedence over scaled dimensions. Contractor to verify all dimensions on site prior to construction.
 • Do not reproduce any standard drawing before checking latest drawing revision with Z Energy H.O. engineering division.
 • Contractor to adhere to all latest Building Codes and regulations including NZS 3604, NZBC and any other codes relevant to these documents and local authority regulations and bylaws.
 • All OSH regulations to be adhered to for the duration of contract.
 • This drawing to be read in conjunction with the other drawings in the standard contract documents drawing set and with site specific drawings for any specific project.
DISCLAIMER:
 These drawings and specifications must be read in conjunction with NZBC and all other relevant standards and codes.
 SHA Architecture Limited takes no liability for any alterations, substitutions, omissions to these documents and codes which result in building failure and or weather tightness failure.

Legal Description
Lot 1 DP 51447 Lots 1&2 DP 40998 Lot 9 DP 4048 Lot 5 Deeds Plan 173 Lot 1 DP 112891

D: 16.06.12 - Issued for amendment to Resource Consent
 C: 26.07.12 - Issued for amendment to Resource Consent
 B: 20.07.12 - Issued for Resource Consent
 A: 12.07.12 - Draft Issued to Consultants
Revisions



SHA
Architecture
LIMITED

ARCHITECTURE & INTERIORS
PROJECT MANAGERS & CONSULTANTS

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ENERGY
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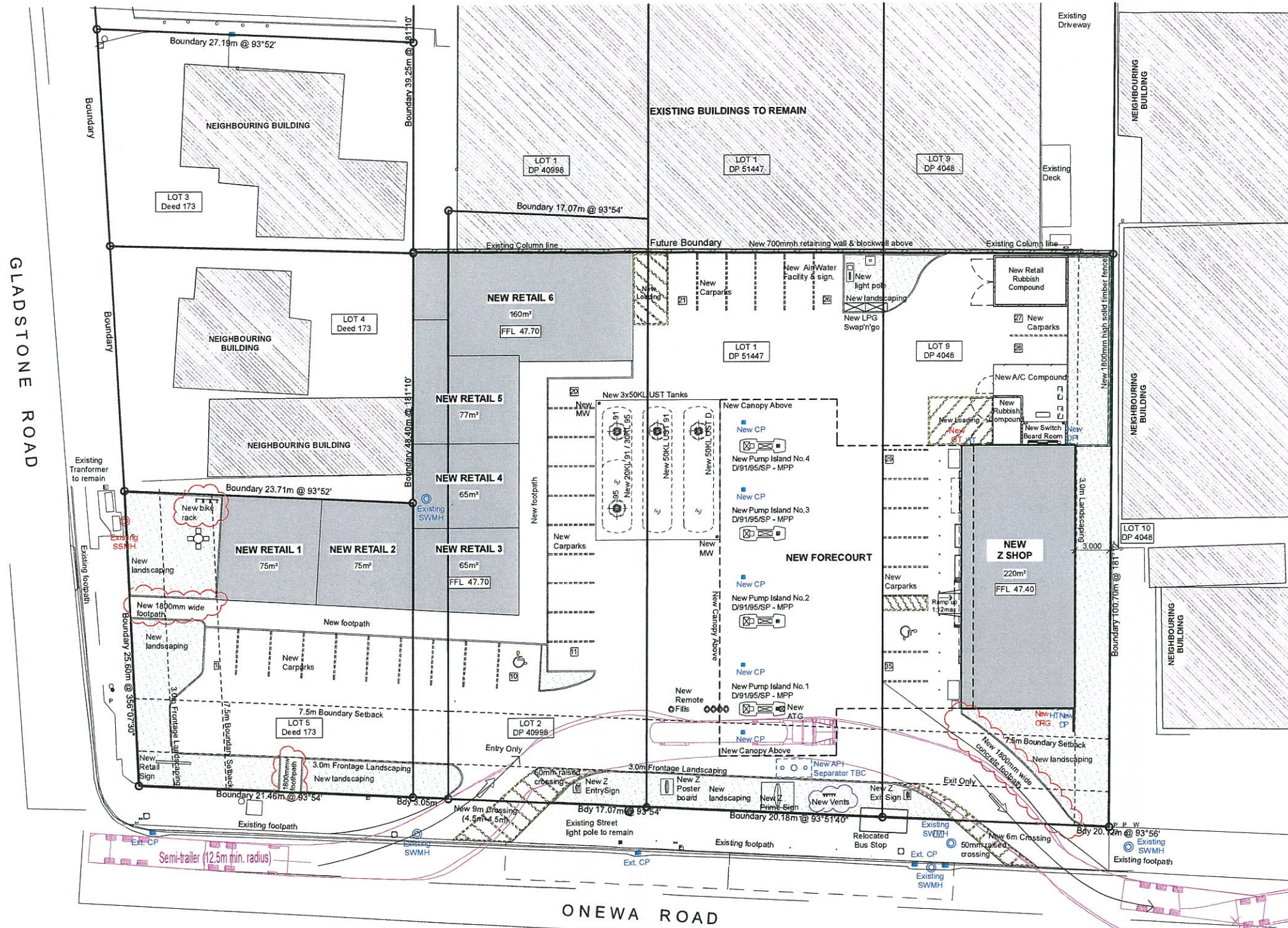
drawn: K.KNIGHT, J.LEE date: 28/11/2012
 checked: D.SNELL scale: 1:100 @ A1
 1:200 @ A3

project:
 PROPOSED Z ENERGY AND RETAIL
 DEVELOPMENT
 119 ONEWA RD
 BIRKENHEAD
 AUCKLAND

drawing:
 EXTERNAL ELEVATION OF
 ADJACENT REMAINING
 EXISTING BUILDING

Z energy ref:	sheet	revision
1_XXXXXX_11_A_SHA_08	A-08	D
SHA ref: 11067		

PROPOSED DISTRIBUTION PATH PLAN SCALE 1:200



- LEGEND: Power & Comms, Air, Water, Ducts, Sewer, Stormwater, Suction Lines, Fill Lines, Vent Lines, LPG, CNG, MH = Manhole, CP = Catchpit, SV = Stop valve, BP = Backflow preventer, DP = Down pipe, GT = Gully trap, Terminal Vent, Emergency Stop, Monitoring Well, Main Switchboard, Pump & Comms Board, Fuse Board.

NB: All underground services are indicated as accurately as possible on known information, all care and responsibility is to be taken by any person or persons undertaking any works below ground level.

REFERENCE DRAWINGS

Table with columns for DWG NO. and DRAWING TITLE.

GENERAL NOTES

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DISCLAIMER: These drawings and specifications must be read in conjunction with NZBC and all other relevant standards and codes. SHA Architecture Limited takes no liability for any alterations, substitutions, omissions to these documents and codes which result in building failure and or weather tightness failure.

Legal Description: Lot 1 DP 51447, Lots 1&2 DP 40998, Lot 9 DP 4048, Lot 5 Deeds Plan 173, Lot 1 DP 112891

Table with columns for Revisions and a list of revision details including dates and descriptions.

SHA Architecture Limited logo and contact information: ARCHITECTURE & INTERIORS PROJECT MANAGERS & CONSULTANTS, AUCKLAND HAMILTON, P (09) 309 9660, F (09) 309 9661, P.O. BOX 8232, SYMONDS ST HAMILTON NZ, WWW.SHA.CO.NZ

Z Energy Limited logo and contact information: 3 QUEENS WHARF, PO BOX 2091, WELLINGTON, NEW ZEALAND, TELEPHONE: 0800 474 355

Table with columns for drawn, checked, date, and scale.

PROJECT: PROPOSED Z ENERGY AND RETAIL DEVELOPMENT 119 ONEWA RD BIRKENHEAD AUCKLAND

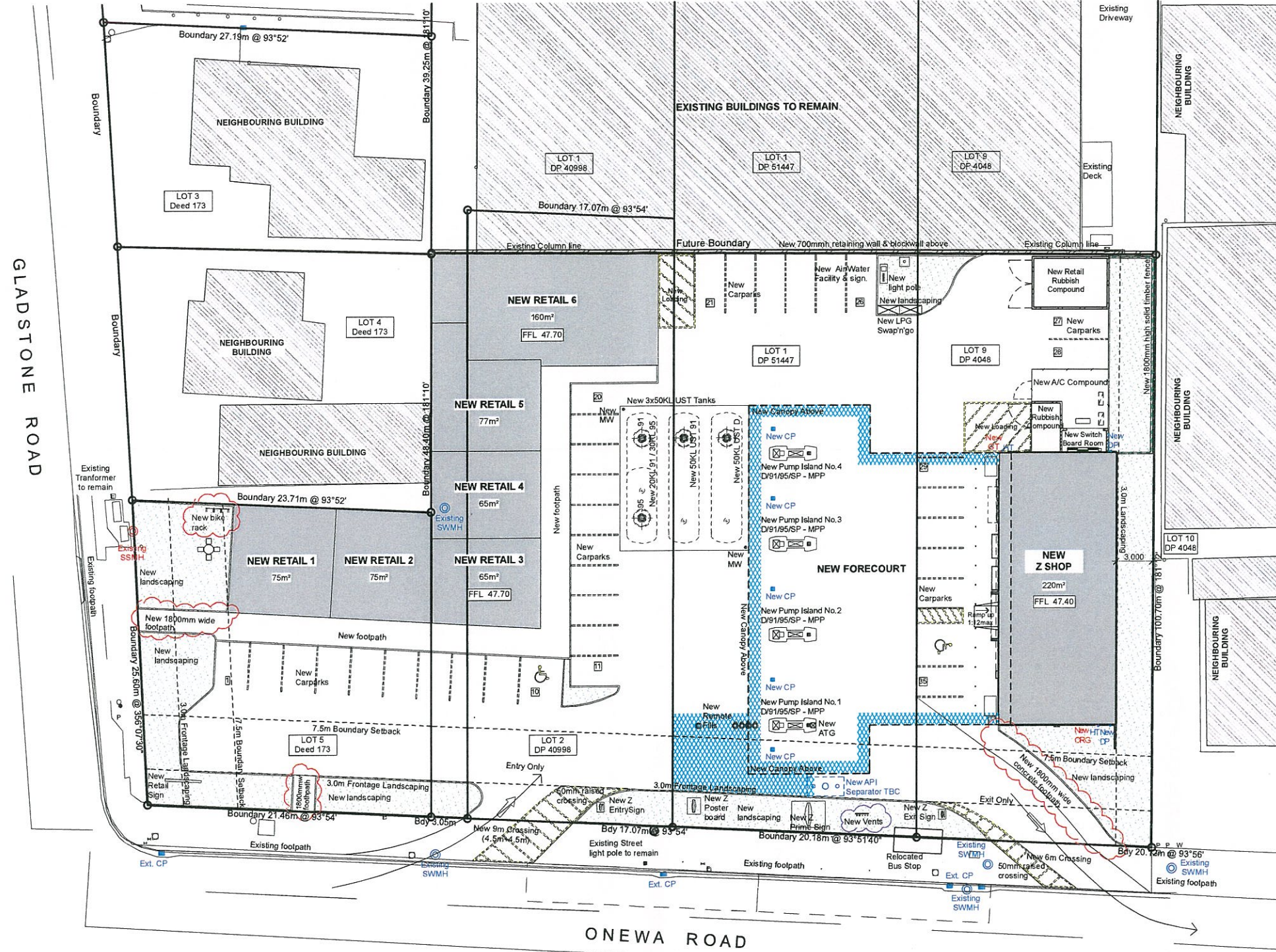
Table with columns for Z energy ref, sheet, and revision.

Approved Resource Consent Document
Planner: Blair Telford
Date Granted: 26/02/13
Consent No: LN-2136019

APPLICANT COPY

PROPOSED API CATCHMENT AREA PLAN SCALE 1:200

KEY:
API Catchment Total Area - 125m²
All site SW contained for treatment.



LEGEND:

Power & Comms	
Air	
Water	
Ducts	
Sewer	
Stormwater	
Suction Lines	
Fill Lines	
Vent Lines	
LPG	
CNG	
MH = Manhole	
CP = Catchpit	
SV = Stop valve	
BP = Backflow preventer	
DP = Down pipe	
GT = Gully trap	
Terminal Vent	
Emergency Stop	
Monitoring Well	
Main Switchboard	
Pump & Comms Board	
Fuse Board	

NB: All underground services are indicated as accurately as possible on known information, all care and responsibility is to be taken by any person or persons undertaking any works below ground level.

REFERENCE DRAWINGS

DWG NO.	DRAWING TITLE

GENERAL NOTES

- Figured dimensions to take precedence over scaled dimensions. Contractor to verify all dimensions on site prior to construction.
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- Contractor to adhere to all latest Building Codes and regulations including NZS 3604, NZBC and any other codes relevant to these documents and local authority regulations and bylaws.
- All OSH regulations to be adhered to for the duration of contract.
- This drawing to be read in conjunction with the other drawings in the standard contract documents drawing set and with site specific drawings for any specific project.

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	Legal Description
	Lot 1 DP 51447
	Lots 1&2 DP 40998
	Lot 9 DP 4048
	Lot 5 Deeds Plan 173
	Lot 1 DP 112891

E: 26.11.12 - Issued for Resource Consent hearing: Relocated tank vents to road front landscape.
 D: 16.08.12 - Issued for amendment to Resource Consent: Amended footpath & added bike rack.
 C: 28.07.12 - Issued for amendment to Resource Consent.
 B: 20.07.12 - Issued for Resource Consent.
 A: 12.07.12 - Draft Issued to Consultants

Revisions

SHA Architecture Limited
ARCHITECTURE & INTERIORS
PROJECT MANAGERS & CONSULTANTS
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Z Energy Limited
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WELLINGTON, NEW ZEALAND
TELEPHONE: 0800 474 355

drawn: K.KNIGHT, J.LEE date: 28/11/2012
checked: D.SNELL scale: 1:200 @ A1
1:400 @ A3

project:
PROPOSED Z ENERGY AND RETAIL DEVELOPMENT
119 ONEWA RD
BIRKENHEAD
AUCKLAND

drawing:
PROPOSED API CATCHMENT PLAN

Z energy ref: 1_XXXXXX_11_A_SHA_10	sheet A-10	revision E
---------------------------------------	---------------	---------------

Approved Resource Consent Document
Planner: *Blaw Telford*
Date Granted: *26/02/13*
Consent No: *LN-2136019*

REFERENCE DRAWINGS

DWG NO.	DRAWING TITLE

GENERAL NOTES

- Figured dimensions to take precedence over scaled dimensions. Contractor to verify all dimensions on site prior to construction.
- Do not reproduce any standard drawing before checking latest drawing revision with Z Energy H.O. engineering division.
- Contractor to adhere to all latest Building Codes and regulations including NZS 3604, NZBC and any other codes relevant to these documents and local authority regulations and bylaws.
- All OSH regulations to be adhered to for the duration of contract.
- This drawing to be read in conjunction with the other drawings in the standard contract documents drawing set and with site specific drawings for any specific project.

DISCLAIMER:
These drawings and specifications must be read in conjunction with NZBC and all other relevant standards and codes.
SHA Architecture Limited takes no liability for any alterations, substitutions, omissions to these documents and codes which result in building failure and or weather tightness failure.

	Legal Description
	Lot 1 DP 51447 Lots 1&2 DP 40998 Lot 9 DP 4048 Lot 5 Deeds Plan 173 Lot 1 DP 112891

E: 26.11.12 - Issued for amendment to Resource Consent: Relocated tank vents to road front landscape
D: 16.08.12 - Issued for amendment to Resource Consent: Amended footpath & added bike rack
C: 28.07.12 - Issued for amendment to Resource Consent
B: 20.07.12 - Issued for Resource Consent
A: 12.07.12 - Draft Issued to Consultants

SHA
Architecture
LIMITED

ARCHITECTURE & INTERIORS
PROJECT MANAGERS & CONSULTANTS

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ENERGY
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WELLINGTON, NEW ZEALAND
TELEPHONE: 0800 474 355

drawn: K.KNIGHT, J.LEE date: 28/11/2012
checked: D.SNELL scale: 1:200 @ A1
1:400 @ A3

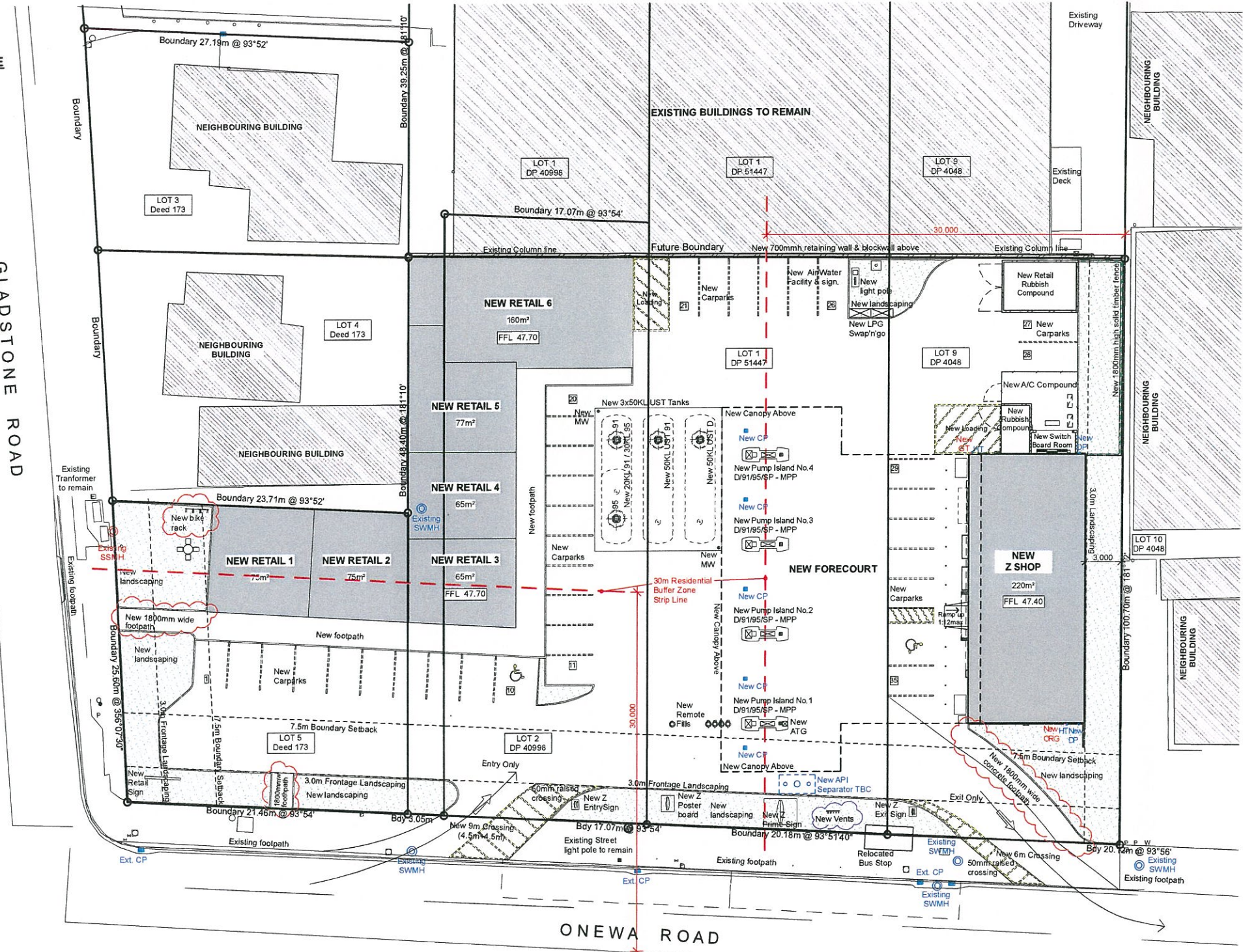
project:
PROPOSED Z ENERGY AND RETAIL DEVELOPMENT
119 ONEWA RD
BIRKENHEAD
AUCKLAND

drawing:
RESIDENTIAL BUFFER ZONE

Z energy ref: 1_XXXXXX_11_A_SHA_12	sheet A-12	revision E
---------------------------------------	---------------	---------------

RESIDENTIAL BUFFER ZONE
SCALE 1:200

KEY:
--- 30m Residential Buffer Zone Strip Line



LEGEND:

Power & Comms	
Air	
Water	
Ducts	
Sewer	
Stormwater	
Suction Lines	
Fill Lines	
Vent Lines	
LPG	
CNG	
MH = Manhole	
CP = Catchpit	
SV = Stop valve	
BP = Backflow preventer	
DP = Down pipe	
GT = Gully trap	
Terminal Vent	
Emergency Stop	
Monitoring Well	
Main Switchboard	
Pump & Comms Board	
Fuse Board	

NB: All underground services are indicated as accurately as possible on known information, all care and responsibility is to be taken by any person or persons undertaking any works below ground level.

Approved Resource Consent Document

Planner: Blair Telford

Date: 26/02/13

Granted:

Consent No: LN-2136019



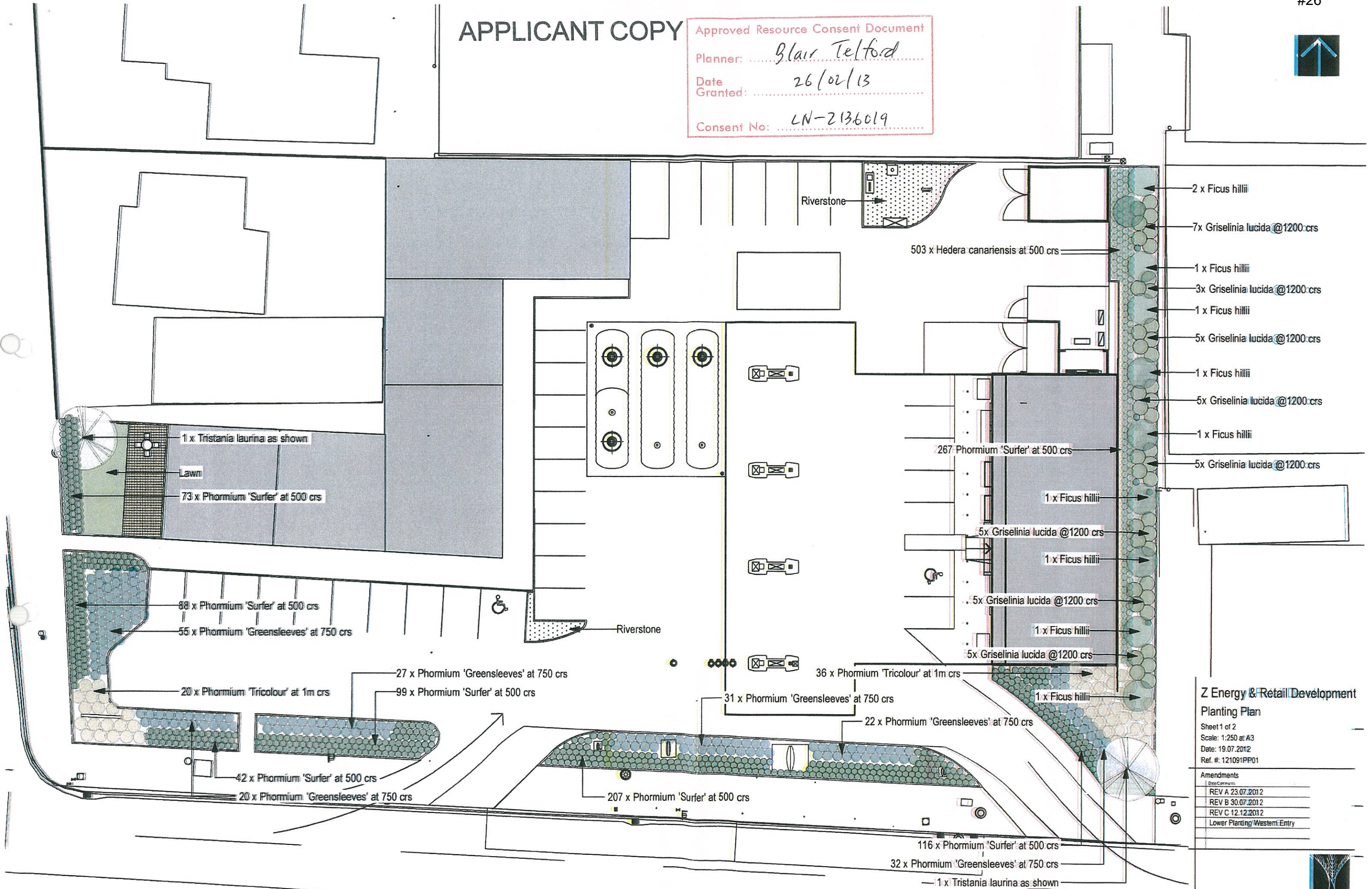
APPLICANT COPY

Approved Resource Consent Document

Planner: *Blair Telford*

Date: *26/02/13*
Granted:

Consent No: *LN-2136019*



- 2 x Ficus hillii
- 7x Griselinia lucida @1200 crs
- 1 x Ficus hillii
- 3x Griselinia lucida @1200 crs
- 1 x Ficus hillii
- 5x Griselinia lucida @1200 crs
- 1 x Ficus hillii
- 5x Griselinia lucida @1200 crs
- 1 x Ficus hillii
- 5x Griselinia lucida @1200 crs

Z Energy & Retail Development Planting Plan

Sheet 1 of 2
 Scale: 1:250 at A3
 Date: 19.07.2012
 Ref. #: 121091PP01

Amendments	
Drawn/Comments	Date
REV A	23.07.2012
REV B	30.07.2012
REV C	12.12.2012
Lower Planting/Western Entry	

LAA Landscape Architects
 25 Kitchener Street, Auckland
 P.O. Box 5660 / Wellesley Street, Auckland
 p. 09 255 0904 / f. 09 255 0295
 e. laa@laa.co.nz
 www.laa.co.nz

APPLICANT COPY

Trees



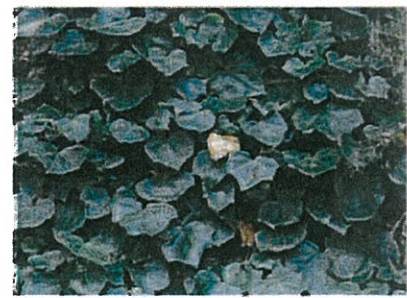
Ficus Hillii



Tristaniopsis laurina

Planting Schedule				
Botanical Name	Common Name	Sizing	Spacing	Quantity
<i>Griselinia lucida</i>	Akapuka	PB8	1200crs	440
<i>Ficus Hillii</i>	Hills Fig	PB45	As shown	110
<i>Tristaniopsis laurina</i>	Water Gum	160L	As shown	22
<i>Hedera canariensis</i>	Algerian Lily	PB3	500 crs	2267
<i>Phormium 'Greensleeves'</i>	Flax var.	PB8	750 crs	1187
<i>Phormium 'Surfer'</i>	Flax var.	PB8	500 crs	6602
<i>Phormium 'Tricolour'</i>	Flax var.	PB8	1m crs	556

Shrubs



Hedera canariensis



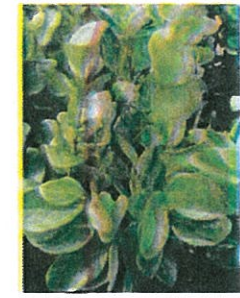
Phormium 'Greensleeves'



Phormium 'Surfer'



Phormium 'Tricolour'



Griselinia lucida 'Akapuka'

Approved Resource Consent Document
 Planner: Blair Telford
 Date Granted: 26/02/13
 Consent No: LN-2136019

Z Energy & Retail Development
 Planting Plan
 Sheet 2 of 2
 Scale: n/a
 Date: 19.07.2012
 Ref. #: 121091PR02

Amendments	
REV A	23.07.2012
REV b	30.07.2012
REV C	12.12.2012

LA4 Landscape Architects
 26 Kitchener Street, Auckland
 P.O. Box 5650, Wellesley Street, Auckland
 p 09 358 0604 f 09 358 0605
 e info@la4.co.nz
 www.la4.co.nz

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Cathy Fraser
Date: Thursday, 22 July 2021 5:30:36 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Cathy Fraser

Organisation name:

Agent's full name:

Email address: iain_cathy.fraser@xtra.co.nz

Contact phone number: 0273865920

Postal address:
 11 Duders Avenue
 Devonport
 Auckland 0624

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:
 P C 62 Clause 23

Property address: Onewa Road, Northcote

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

27.1 | The implications for traffic issues, shading of nearby properties and reduction of amenity in the
 27.2 | area.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

27.3 | Details of amendments: Change allowable height of any future development, install traffic lights instead of right turning bay, ensure development does not impinge on public transport, safe cycling and walking amenity.

Submission date: 22 July 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 62 - Robert Graeme Chatfield
Date: Thursday, 22 July 2021 9:15:37 PM
Attachments: [Submission on Plan Change 62 July 2021.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Robert Graeme Chatfield

Organisation name:

Agent's full name:

Email address: graemec@cpc.co.nz

Contact phone number: 021946006

Postal address:
17A Gladstone Road
Northcote
Auckland 0627

Submission details

This is a submission to:

Plan change number: Plan Change 62

Plan change name: Plan Change 62 (Private): Onewa Road

My submission relates to

Rule or rules:

Traffic and parking effects of a proposal to rezone properties located on the northern side of Onewa Road at the intersection of Gladstone Road in Northcote from Business – Light Industry to Business – Mixed Use under the Auckland Unitary Plan – Operative in Part (AUP-OIP).

Property address: 17A Gladstone Road, Northcote, Auckland 0627

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
As stated in the attached file

I or we seek the following decision by council: Decline the plan change

Submission date: 22 July 2021

Supporting documents
[Submission on Plan Change 62 July 2021.pdf](#)

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

Submission on:

Proposed Plan Change

129 Onewa Rd, Northcote.

Introduction.

This submission response is primarily intended to address the probable impact on vehicular and foot traffic in the Gladstone Road / Onewa Road area.

The comments that follow are based on two documents:

- Proposed Plan Change, 129 Onewa Road, Integrated Transport Assessment. (pc-62-attachment-b-transport-assessment.pdf)
- Proposed Plan Change, 129 Onewa Road, Response To Auckland Transport's Preliminary Comments. (pc-62-clause-23-response-traffic-assessment.pdf)

28.1 | 1. Inadequate Description of Gladstone Road.

"Gladstone Road is classified as a local road and has the primary function of providing access to adjacent properties. Gladstone Road primarily provides access to residential activities, other than a small area of light industry at its intersection with Onewa Road."

This is only part of Gladstone Road's function. It also serves as:

- A drop off and pick-up location for students attending Northcote College.
- Access for parents dropping off and collecting their children at the Childcare Centre at 5 Gladstone Road.
- Parking for patrons of Saint Marys Church, especially during the weekend.
- These three activities above directly impact on that part of Gladstone Road nearest to Onewa Road,
- A parking environment for distant commuters intending to catch public transport at the nearby bus stop.
- Access for parents again dropping off and collecting their children at St Marys School, the main access to which is in the east-west section of Gladstone Road.
- One of only two roads between Birkenhead Avenue at Highbury and Lake Road at the Northcote Primary School that are not "No Exit" roads. While Woodside Road is used extensively during the morning peak for vehicles accessing Onewa Road eastbound, Gladstone Road is also used extensively by vehicles wanting to avoid the traffic congestion in Lake Road southbound. It has even happened during the morning peak for local buses to also use Gladstone Road for the same reason.

2. Incomplete Description Of The Structure of Gladstone Road.

"Gladstone Road has a typically kerb to kerb carriageway width of some 9 metres which provides one traffic lane in each direction."

The implication from this statement is that Gladstone Road in its entirety can adequately handle vehicles parked on each side of the road as well as adequate space for two lanes of moving vehicles.

This is incorrect.

While the north-south component of Gladstone Road is indeed "9 metres wide" the east-west component is just "8 metres wide" – both dimensions by actual measurement.

And the actual traffic handling capability is:

North-South component:

Either

Vehicles parked both sides plus two lanes of average-sized cars moving easily

Or

Vehicles parked both sides with two lanes of SUV-sized vehicles moving carefully

Or

Vehicles parked both sides with one large vehicle moving carefully while vehicles travelling in the other direction give way in empty kerb spaces

Or

Vehicles parked both sides with the rubbish truck occupying the remaining space until both it and the opposing vehicle manages to find matching kerb spaces.

East-West component:

Either Vehicles parked both sides with one vehicle of any size moving carefully while vehicles travelling in the other direction give way in empty kerb spaces

Or

Vehicles parked both sides with the rubbish truck occupying the remaining space until it moves into one of the two side streets.

The prospect of greatly increased vehicular traffic is of considerable concern. The fact that the development for which this Plan Change is designed exists at the Onewa / Gladstone intersection will certainly result in increased vehicular in both directions along the entirety of Gladstone Rd. Drivers already, with existing traffic volumes, will avoid using the Onewa / Gladstone intersection because of the increased risk of doing so – irrespective of the proposed direction of travel.

3. Traffic Analysis.

The report appears to offer much in the way of highly technical traffic analysis. However, I am deeply concerned that all traffic figures appear to be based on very old data.

- Gladstone Road traffic analysis uses 2016 data.
- Onewa Road traffic analysis uses 2018 data.
- Traffic safety data is from 2014 to 2018.
- “Trips and Parking related to Land Use” is a report released in November 2011.

I have considerable difficulty in accepting that a matter as important as this Plan Change is to the surrounding community can be decided on data that bears no relationship to the changes in population numbers, population density and population composition that have occurred in the years since the data was collected.

Not to mention the impact on traffic movements, type, density and intentions that result from these changes.

4. Traffic Distribution And Assignment.

I wish to comment on the conclusions that are reached using the figures presented in Figure 12 in a slightly different way.

Likely turning movements at the intersection of Onewa Road and Gladstone Road

Movement	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
	Exist	Extra	% Change	Exist	Extra	% Change	Exist	Extra	% Change
Onewa Thru Eastbound	586	-	-	707	-	-	508	-	-
Onewa to Gladstone LT	125	28	22.4%	23	79	343.5%	48	59	140.5%
Onewa to Gladstone RT	37	17	45.9%	20	70	350%	35	121	345.7%

Gladstone to Onewa	RT	27	26	96.3%	18	54	300%	30	50	166.7%
Onewa Thru Westbound		349	-	-	638	-	-	1046	-	-
Gladstone to Onewa	LT	77	76	98.7%	27	82	303.7%	46	78	169.6%

I find the projected changes in traffic proposed astonishing. But even more astonishing is the report writer's suggestion that the traffic changes are minor or inconsequential!

Consider for a moment what the traffic movements mean:

Onewa RT to Gladstone must give way to:

Onewa Thru Eastbound and Onewa LT to Gladstone

And watch out for Onewa signalling LT in case he's actually turning into the Z Petrol Station

Gladstone RT to Onewa must give way to:

Onewa RT to Gladstone and Onewa Thru Eastbound and Onewa Thru Westbound

And watch again out for Onewa signalling LT in case he's actually turning into the Z Petrol Station

Gladstone LT to Onewa must give way to:

Onewa Thru Westbound

And still watch out for Onewa signalling LT in case he's actually turning into the Z Petrol Station

And Onewa LT to Gladstone get an (almost) free ride.

Certainly these are the same "give ways" that exist now and they are risky, frustrating and time-wasting. But to increase the traffic by the volumes suggested? I can only assume that the inconsequential effects will exist until there are once again serious accidents and / or fatalities at the intersection.

5. And what about Pedestrians?

The Plan Change suggests that a development proposal is either under consideration or will be in the very near future.

And while I definitely do not like the thought of a 21 metre tall high rise in our local community – I draw your attention to the heights of the new developments in Northcote Central – I do understand the need for some increase in housing density.

However, The Plan Change makes no mention of the hugely increased population suddenly arriving on the Onewa / Gladstone Roads intersection.

28.3 | The proposed 116 residential units alone will generate a population heavily directed towards public transport according to the report. There is no mention of the impact that will have on existing public transport. To suggest that it will have none, and especially no effect on existing public transport users is specious at best.

6. Comments On The Actions That The Report Suggests – And Omits To Suggest - To Resolve All This.

Bearing in mind that, according to the report writers:

"Overall, the analysis indicates that the traffic generating potential of the activities enabled for the plan change will have little to no effect on the road network in this location."

- Introduce a right turn bay into Onewa Road for right turning traffic into Gladstone Road.

28.4 | While this may reduce the queue time for traffic behind the right turning vehicle, I would contend that:

- It would do little to improve the speed and safety of the hugely increased traffic flow at the Onewa / Gladstone intersection
- It would reduce the footpath width on the both sides of Onewa Road east of Gladstone Road. These sections of footpath already carry a higher than normal number of pedestrians accessing:
 - the eastbound and westbound bus stops – especially for school buses
 - Saint Marys School Onewa Road entrance
 - Northcote College access via Gladstone and Onewa Roads
 - Saint Marys Church every morning and frequently on weekends
- It proposes moving the existing westbound bus stop from adjacent to the light controlled pedestrian crossing by Saint Marys Church to the west of Fairfax Avenue. What happens now to the people wanting to access the new bus stop? To we revert to the time before the Saint Mary’s crossing was installed – after 5 pedestrian deaths?

- Extend the existing No Stopping At All Times to fill the space between Seaview Avenue and Fairfax Avenue.

This would seem to be essential, especially since the introduction of the westbound T3 Peak Hours Lane. Currently vehicles parked in this area make it difficult for vehicles turning into Gladstone Road because of the propensity of drivers to decline to use the T3 lane to pass the turning vehicle but rather queue up behind the turning vehicle.

This behaviour occurs during weekends as well, despite the T3 lane not being in use and often with higher traffic volumes.

- The report omits a simple and (in my opinion) a very necessary change.

Extend the No Stopping At All Times marking on the north side of Onewa Road west of Gladstone Road.

At present, the existing NSAAT marking is just 19 metres long. This means that when vehicles are parked beyond the existing markings in non-peak times vehicles turning right out of Gladstone Road into Onewa Road have a severely restricted sight line, increasing the risks of the turn.

And this is made worse by the problem of vehicles signalling early to turn into the Z Petrol Station.

7. Conclusion.

28.5

While I understand the need for the availability of more housing, I cannot accept that this can best be achieved by permitting 21 metre high apartment blocks, with or without commercial premises below them.

Three storey buildings are on the increase and they have the advantage of increasing housing density without creating a wall of high rise buildings in a residential zone.

The fact that Onewa Road is apparently an “arterial road” is irrelevant. If an “arterial road” is to be crowded in by 6 storey buildings then I would suggest that almost a majority of roads on the North Shore will meet that description. Will they all be 6 storey corridors?

And can we be assured that, if this is indeed the Council policy, that all “arterial roads” on the southern side of the Waitemata harbour will be graced in the same way?

Graeme Chatfield

17A Gladstone Road

Northcote

Auckland 0627

Submission on a notified proposal for policy statement or plan change or variation

Clause 6A of Schedule 1, Resource Management Act 1991
FORM 5



This plan change has limited notification under clause 5A(4)(b) of First Schedule, Resource Management Act 1991, making submissions under this clause limited to those given written notice of this plan change.

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Dr Barry Rushton

Organisation Name (if submission is made on behalf of Organisation)

Summit Chiropractors

Address for service of Submitter

138 Onewa Rd. Northcote AK

Telephone:

09-4192256

Fax/Email:

brushton@extra.co.nz

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PC 62

Plan Change/Variation Name

Onewa Road

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

PC 62

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I support the specific provisions identified above

I oppose the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

The development will be positive for the area.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

- Accept the proposed plan change / variation
- Accept the proposed plan change / variation with amendments as outlined below
- Decline the proposed plan change / variation
- If the proposed plan change / variation is not declined, then amend it as outlined below.

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing

[Handwritten Signature]

6/8/21

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could / could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am / am not directly affected by an effect of the subject matter of the submission that:

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.

29.1