

Hobsonville Corridor Precinct Plan Change – 2017

FEEDBACK SUMMARY

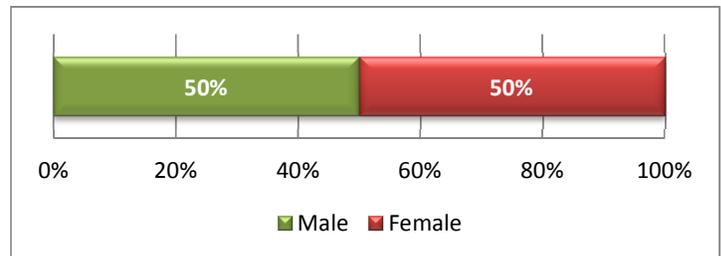
The following information relates to feedback received and processed at 5pm 24 November 2017.

34 submissions have been processed and included for analysis.

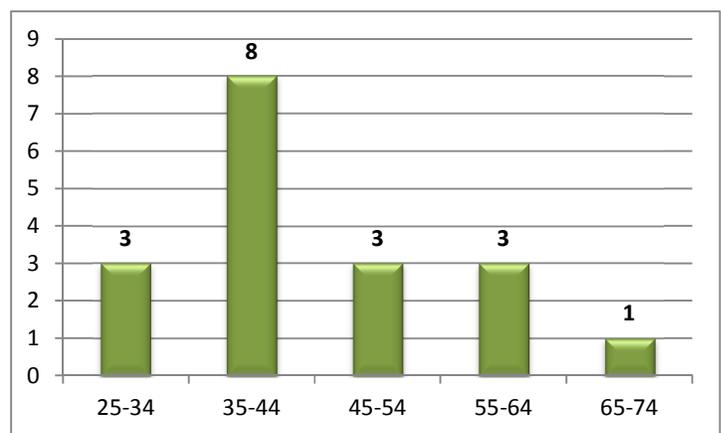
Sample Demographic information – Hobsonville Corridor Precinct Plan Change – 2017

The tables and graphs on this page indicate what demographic categories people identified with. This information only relates to those submitters who provided demographic information (e.g. 34 gave a gender response).

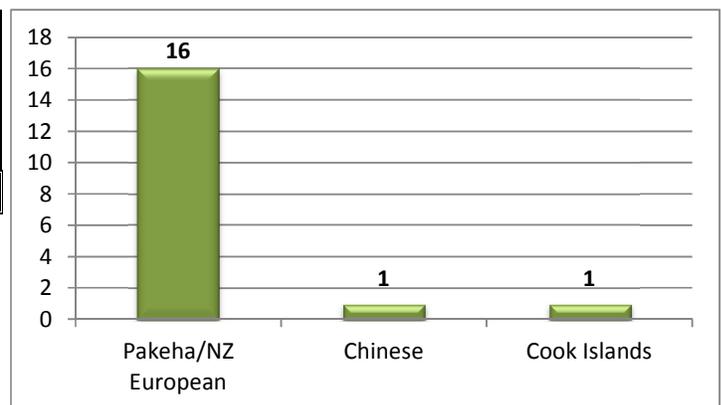
Gender	#	%
Female	9	50%
Male	9	50%
Total answered	10	100%



Age	#	%
15-24	0	0%
25-34	3	17%
35-44	8	44%
45-54	3	17%
55-64	3	17%
65-74	1	6%
75 +	0	0%
Total	18	100%



ETHNICITY	#	%
Pakeha/NZ European	16	89%
Chinese	1	6%
Cook Islands	1	6%
Total answered	18	100%

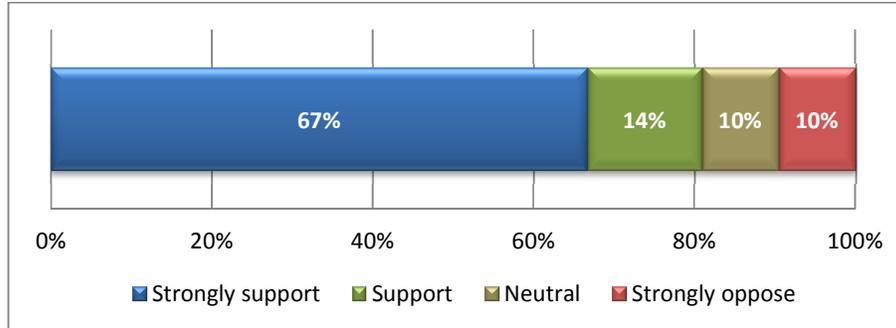


Feedback on the Consultation Questions

The graphs below give an illustration of responses to the consultation questions.

Do you support the need for new buildings to have a resource consent?

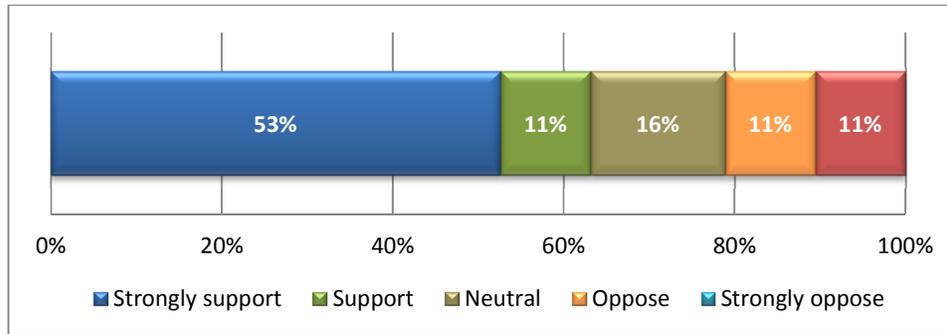
(n=21 responded)



Comments
Any new buildings must not be allowed to throw shade on to residential buildings and residential building adjacent should be consulted before blocking immediate fields of vision. The National Mini storage building on Hobsonville Road is an example of bad planning unwelcomed by the community that does not add to our area.
Strongly opposed if you allow the consent to building such as the Mini Storage unit. An absolute eye sore!
The behaviours of the council in putting up a building over 15 M at Hobsonville Road are appalling. I want that building removed, it is against the plan. Furthermore the plan should have a ban against all future building in excess of two floors. Furthermore there is no need to change more land from rural or future urban into this corridor. The area is full, there is not enough public transport, no 24/7 ferry services nor trains. No resource consent should be given for anything more than 2 meters high.
It is awful, perhaps you can magic up some actual traffic flow design from the arse gravy you call an idea and transport plan but the stars, (and your manager pool), point to no.
Clearly this is necessary and Council should ask National Mini Storage to do anything they reasonably can do on a voluntary goodwill basis to mitigate the effects of their development which fall outside these proposed guidelines in a number of aspects
To maintain the integrity of the area in what has always had a 'village' feel. Strong consideration of how existing residential dwellings and particularly the school are affected through height restrictions and style of Build should be a priority.
The resource consents all need to be notified so the public are aware of them. Need to consider aesthetic looks of proposed construction.
Consent should be required for ALL NEW BUILDINGS, due to the horrible mistakes made at Hobsonville Road and the storage monstrosity.
Buildings should be set back from the road. As Hobsonville Road is on a ridge line, buildings should be no more than two stories high.
Should Council proceed with new buildings fronting Hobsonville Road requiring resource consent we consider that this should be accompanied by specific standards (such as those listed in the proposed assessment criteria). The inclusion of standards will provide a clearer indication of Councils desired outcomes for the area rather than assessment being made against criteria only, which is much more open to interpretation. If Council is wanting to maintain sub-precinct C as a Light Industrial area then it should be mindful of not making the standards create a built form that does not enable the efficient use of the land for light industrial uses (i.e. restricting access).

Do you support this criteria?

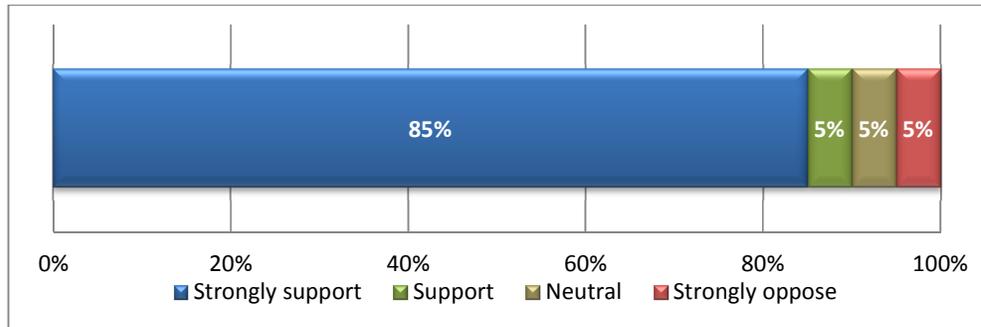
(n=21 responded)



Comments
There is nothing on either of those pages preventing another new build from casting a shadow over a residential building also you are allowing large blank walls to block of house.
Make sure the height of buildings (such as the new National Mini Storage building) aren't 15m high! This is a totally inappropriate height to consider so close to the road - and also shadowing homes across the street. It certainly doesn't provide an attractive streetscape now - it's quite offensive in fact.
They need to be stricter, and newly built buildings (newer than 2016) need to adhere as well. Removal of offending building should be enforced.
Land use is not very clear. For example, in sub-precinct A area 2, 1) does not mention if dwellings are permitted activity, though the site is mixed use under Operative Unitary Plan, which means dwellings, retail, etc. will be permitted; 2) minimum height is 8.5m, but no height limit. Also, for building along Hobsonville Rd, Operative Unitary Plan does not require retail on the ground floor. However, this is the required in Hobsonville Corridor Plan Change. Council should offer clarification in more details.
The criteria you have is worth far less than the data bytes you have wasted in the pdf. How about this, pick up a crayon write down creates access for multiple forms of human transportation and does not limit access to residential public, and then fire whomever you have writes these wastes of space. Cycle access is inaccessibility for many if you still have the engineer who thinks falling hazards and preventing wheelchair access makes the world a better place.
Clearly this is necessary and Council should ask National Mini Storage to do anything they reasonably can do on a voluntary goodwill basis to mitigate the effects of their development which fall outside these proposed guidelines in a number of aspects
QUALITY Landscaping is critical. COLOURS of buildings are also critical - refer to the awful colours of buildings in Sub Precinct B that currently exist - strong designs in blue and terracotta that neither complement each other or add positively to the environment.
Public transport - consideration to avoid congestion on Hobsonville Road.
They are not sufficient and should be stricter. No freight or cargo due to the lack of infrastructure.
The assessment criteria provided for new buildings in sub-precinct C that front Hobsonville Road read more as standards rather than criteria against which a meaningful assessment can be made. We consider that the criteria listed in (r) should actually be standards. New buildings or subdivision does not create noise, discharges to air or odour, it is the activities that will be established within the buildings or on new sites that will potentially create these. As such, criterion (s) is not an appropriate criterion for new buildings fronting Hobsonville Road to be assessed against. Assessment criteria (t) does not focus on the effect of development on properties on the eastern side of Hobsonville Road, which is the purpose of new buildings requiring resource consent. Additionally, this criterion does not link to any objectives or policies, so what is he modern industrial park character and amenity's that Council is seeking to maintain and enhance? And presumably this is only in relation to new buildings fronting Hobsonville Road since new buildings elsewhere in sub-precinct C do not require resource consents and so they wouldn't be subject to assessment against this criterion. If this criterion is to remain then it requires objectives and policies that clearly articulate what is sought in this area. Currently, the specific inclusions that relate to sub-precinct C seem to focus more on the location of roads more than anything else, which does not provide a clear indication of the design outcomes for buildings fronting Hobsonville Road Council allude to.

Do you support the more restrictive height?

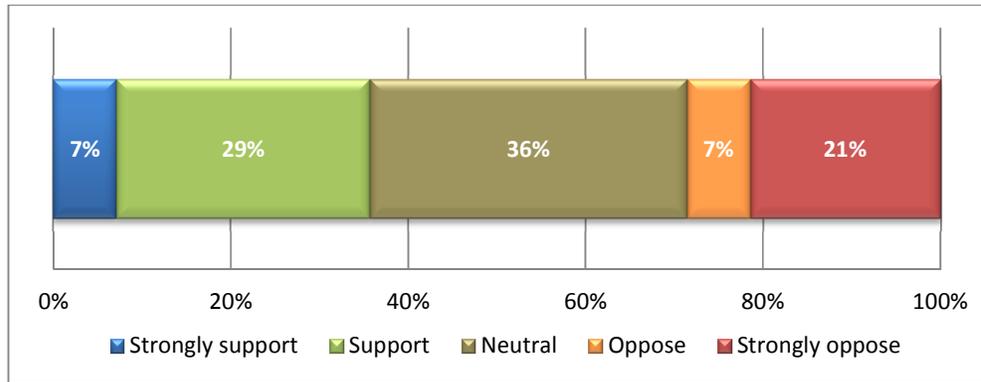
(n=20 responded)



Comments
With decent planning the National Mini storage could have been placed by the motorway not over shadowing existing houses and causing a dark area for school children pedestrians to conflict with traffic in the winter.
I would suggest a maximum height of two stories is sufficient.
Mini Storage is a joke!
The current storage unit along Hobsonville Road is an absolute shocker. It should never have been consented and we must prevent another monstrosity like this being built along the road.
2 floors maximum should be enforced as it always has been.
So the school hall should be restricted as well and the school buildings. What a silly idea to put down restrictions that will also affect the school because you want to restrict the community (not that you have in the past say approved 5 story concrete walls across the road from homes). Let's face it these kids will be used to pokey multilevel buildings because that is the design you have approved for most the homes in the area.
The new storage building that has been constructed is an eyesore that should never have been allowed. This should have remedial planting on the main wall such as on New World Kumeu which would create a living wall affect.
Yes to avoid the colossus which is the Storage Unit Building near Hobsonville School before Laurenson Drive.
It should be enforced on all building in the precinct and no retrospective approvals should be given for offenders.
Buildings like awful massive storage building should never have been built. Shame on council and all involved in stupid decisions. Hope they all end up living next to it!
Also along Hobsonville Road. no more than 8 meters in high for new buildings
Please consider the existing occupants on the main road regarding height also the type of businesses that will occupy the new buildings.

Do you support the planned road changes?

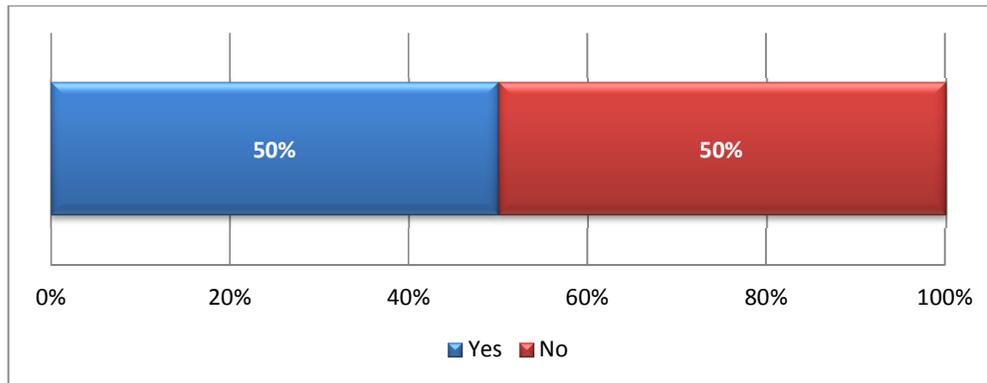
(n=14 responded)



Comments
The draft plan here is hard to understand. It is not very clear reading
There are matters of roading detail that are lacking in the Draft Plan Change, especially around the Future Road Connection from Whenuapai and its connection to Hobsonville Road. More information is needed on the design of this intersection, whether it will be a controlled intersection, and what its relationship with Marina View Drive will be.
Absolutely not. The existing road is fine; keep Whenuapai and West Harbour as it is, rather than dumping houses for migrants.
How about you take these plans, burn them and use that effort to instead focus on actual accessible industrial areas (for the workers not just the CxOs who get staff parking).
It would be worth considering having the connector (orange box on map) to Brigham Creek at the Brigham On ramp West roundabout rather than at the Brigham off ramp roundabout 1. If it would to reduce conflict with other traffic and 2. to reduce fuel usage because traffic joining the M way East or West bound or travelling towards Whenuapai will travel a shorter distance on every single trip.
Ensuring trucks use the Trig Road off ramp to access the industrial warehouses and likewise the off ramp at Brigham Creek to eliminate trucks utilising Hobsonville Road should be enforced. This section of Hobsonville Road should be a 'no go' truck area to protect our children around the school area.
Need more information on where the new proposed road starts from and what road it crosses over.
Leave the existing road as is.
The plan is showing 5 sets of traffic lights which is going to cripple Hobsonville Rd again. Either don't introduce new roads, or consider round about instead of signals.
The draft transport plan fails to acknowledge the development that is being proposed for the property at 96 Hobsonville Road. The landowner of 96 Hobsonville Road has been working with Council for the past year in regards to a subdivision development which will create 18 industrial lots on the site. The proposal of the development is designed in general accordance with the road layout in Whenuapai Plan Change, in particular the future road connection from Whenuapai. The drafted transport plan should take this proposed development into consideration. Additionally, this indicative future road from Whenuapai is not drafted in accordance with the design in the Whenuapai Plan Change (Plan Change 4), which has indicated that the central line of this future road connection is positioned on the existing driveways of 98 and 100 Hobsonville Road and the road takes land from its both sides. The position of the road as shown in the Transport Plan would cut the driveway access for 98 and 100 Hobsonville Road. We request the Council to amend the indicative location of the future road in accordance with the correct road alignment shown in the Whenuapai Plan Change and allows the landowners to determine the final location of this road through the resource consent process.

Do you think there is need for new buildings and subdivisions to make provisions for these new roads?

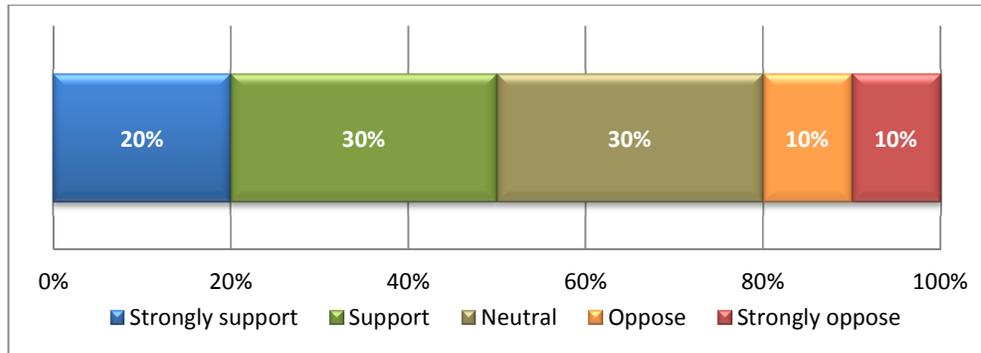
(n=14 responded)



Comments
Brigham Creek has a bridge on it that needs widening
We desperately need a direct bus link from the city centre to Hobsonville Point and this could run through sub-precinct C along Hobsonville Road.
Fix the promised ferry services. Introduce electric busses. Enforce no bus parking at bus stop whilst engines running.
Yes the transport is terrible. thin roads, terrible safety plans, parking and access. Ask yourself where will the employees park because if they will not be transferring across 3 buses and a train to get to work over 4 hours a day. You would be better served ripping out the barriers put down and let footpaths and road lanes exist themselves. Elevated cycling on footpaths is far better and funnily enough does not remove access for disabled and elderly members with a block of concrete to their shins and heads masquerading as a cycle barrier. Top that with you need additional road lanes around a school for parents to pick up their children. Because they will pick up their children regardless of the stupid preaching AT does to prevent parents providing school access for their children. By the way did you ever think ahead to the near future when this suburb will need train access. Because it does, already.
It would be worth considering having the connector (orange box on map) to Brigham Creek at the Brigham On ramp West roundabout rather than at the Brigham off ramp roundabout <ol style="list-style-type: none"> 1. if it would to reduce conflict with other traffic and 2. to reduce fuel usage because traffic joining the M way East or West bound or travelling towards Whenuapai will travel a shorter distance on every single trip
The interchange at Brigham Creek and Hobsonville Road is complex and should be simplified with a large island rather than lights. This would allow Williams Road and Wiseley Road resident's access out onto a busy Hobsonville Road.
Avoid using Hobsonville Road and connect back to Brighams Creek Road for Motorway access both East & West/
Restrict lorries driving on Hobsonville road.
The draft transport plan should include a future road connecting with Workspace Drive on the north and going through the adjacent sites to the south to provide access. Properties such as 86, 88, 92 and 96 Hobsonville Road are too big not to have this road for sites at the back to gain access. Once subdivision development is proposed, it will be very difficult and not reasonable for the rear sites to obtain access directly from Hobsonville Road. Therefore this road should be proposed through the centre of these sites to ensure legal access will be available for future development.
Support stricter building/resource consent requirements to prevent any further buildings like the storage building being constructed next to hobsonville primary school, which is a very undesirable building.
We can support change maybe it is progress it has to happen your young people at countdown.

Overall, do you support the draft plan change?

(n=20 responded)



Are there any other comments on local issues or opportunities that you think should be considered in the plan change?

(n=19 responded)

Comments
All industrial vehicles should have their own on/off ramp to a motorway and Hobsonville road should not be being used as a main road.
Fundamentally, the height (maximum) allowed along Hobsonville road is too high - it is demeaning to the environment to consider more buildings with a height of 15m like the mini storage building.
The current storage unit on Hobsonville Road should be made to plant trees in front of it or at least vines climbing up in front of it to stop it from being an eye sore. A full investigation should be undertaken to find out how that building got approved and the investigation published for the public to see.
For the most a self-proclaimed most liveable city you guys have no clue on what the impacts is.
Let's face it even if you physically harm people and force them out of their homes you will see it as beneficial and a job well done. AT is built on the suffering of the vulnerable and those who have to work for a living in a job with integrity rather than living the corrupt life working for AT.
Hobsonville is a niche area with strong historical influences - Council have the opportunity to show respect for this area and influence a really positive outcome. It would be a huge shame to repeat the Albany industrial estate look for this area.
I am in favour of the height restrictions. I am against the re-zoning of urban land into light industrial. And against moving the existing roads.
I hope in future Council has learnt from the non-notifiable consent that was approved for the storage until built on the corner of Hobsonville road and laurenson road. Once built residents had no say. in future at least notify residents so that they can have a voice in the matter.
Overall consideration for population and building number increase in the area so that the area does not end up honorably congested and burdened by traffic. It is important to retain the natural the natural village feel with plenty of open and green spaces and trees please. Also a priority for sustainable practices and businesses. Recycling bins recycling businesses centers.
Please give thought and consideration to the existing home owners on main road regarding height and appearance. Please do not let anything "slip through". As we are told - happens with the "Storage building" we live here obviously you do not.

For the most part, we agree that the proposed plan changes will add positive amenity to the area and look to clarify some ambiguity in the current precinct plan (s). We wish to raise an anomaly for your comment and seek amendment within the draft plan change. Item 1603.10.1 Hobsonville Corridor: Precinct Plan- Fig 1, (page 22) of the proposed draft plan change shows a Riparian Margin crossing through the North-West corner of the above-named Lot. I believe this to be incorrect as the noted area is not a Riparian Margin. I note that:

1. The indicated Riparian Margin does not contain flowing water, nor is it a stream, river wetland or similar. When rainfall and subsequent ground water promotes it, the area is a private stormwater catchment, and overland flow path. 2. The area indicated as Riparian Margin has been identified by Auckland Council Development Engineers and Town Planners, as an overland flow path or dry pond, you will see that this comment is reinforced in the granted LUC where the area is labelled as a "private sub catchment." 3. Further, stormwater conditions contained within this LUC are typical of this and do not suggest the area is Riparian Margin. 4. The below picture was taken 16/11/17, on the named site and in the region where Riparian Area is suggested in the draft plan change, and on Auckland Council Geomaps. Clearly there is no water present in this area. Please can you review the proposed Riparian Margin contained within the draft plan change pertinent to Lot 5 DP 505331, and offer written response to the author. Our preference is that this is deleted from the Precinct Plan.

Viscount has obtained consents to develop this property. Reference numbers: LUC 2015-2016; SUB2015,2168 and REG2016-1966. We wish to advise our position in relation to these proposed changes is neutral provided that they do not alter the agreed position from Plan Change 14 of the Waitakere District Plan for our site. We would appreciate your advice of any proposed changes which may evolve as a result of your consultation and would be happy to meet with you to discuss if required.

Watercare has been in continued discussions with NZTA along the SH18 corridor for a few years and we have designations in place to secure the Northern Interceptor and the North Harbour No.2 Watermain. It is likely we will need to advance some sections and collaborate in our detailed designs with developments in this area. Our preferred (and designated) locations of our infrastructure allow for maintainable resilient assets but we also have to work in an environment where other utilities also stake claims and the actual road corridor is the property of the crown administered by NZTA. We are confident we have sufficiently covered not to have to submit for these projects provided we maintain close communication with the transport authority.

In overall summary, for the reasons given above, NTC seeks that policy 1603.3.4(5)(c) of the draft plan change for the Hobsonville Corridor Precinct is deleted from the plan text.

In summary, BCBP questions whether the draft plan change will achieve its purpose of providing a higher amenity interface with the residential interface on the opposite side of Hobsonville Road and why it is suggested that the Light Industry standards of the AU POP that have only been very recently adopted as part of the AU POP are being reconsidered through the plan change process. BCBP remains of the opinion that if Council wish to have a higher amenity interface to the residential zone then it would be more appropriate to rezone the frontage to a higher amenity zone. Finally BCBP does not agree that a more restrictive height in relation to boundary control should be imposed against the school boundary than that which otherwise applies on the boundary between the Industrial zone and more sensitive sites.

A 9m yard setback as well as a 3m planted buffer were expected in relation to any new development adjacent to the school. As a result of the subdivision, these two particular elements (as well as an acoustic fence requirement) were pulled through as consent notices, on the title of Lot 7 (subject site). Hobsonville Primary School were extensively consulted as part of the processing of SUB-2015-33 and the registration of such consent notices on the Title of Lot 7 was undertaken in order to protect the school boundaries in perpetuity. The applicant seeks to vary this consent notice (as described in Section 2) and seeks to specifically exclude the current application from such consent notice requirements. The proposed building will be within 3m of the school boundary and the proposed landscape strip does not meet the 3m width requirement. In regards to traffic generation and access, it is noted that there may be some cross over in traffic generated as a result of consequential drop offs between the school and the childcare facility. The access arrangement for the proposed childcare centre is such that it may impact upon the current pick up/drop off area utilized by Hobsonville Primary School. I do however note that given the hours of operation proposed by the childcare centre and the peak (7.30am-8.30am and 3.30pm-4.30pm) traffic demands, the cross over with the school is considered to be less distinct in this regard. In regards to noise, as a result of the proposed acoustic fencing, noise generated by the childcare centre will comply at the boundary with the Primary School. (see attachment for more)

On Precinct Plan 3, the western-most indicative strategic access point / key intersection on Brigham Creek Road is within the Agency's designation (Reference 6741) and forms part of the Brigham Creek interchange for State Highway 18. The indicative strategic access point / key intersection is effectively the eastern-most of three roundabouts which currently make up the interchange (the eastern roundabout). The Agency requests the deletion of the Indicative strategic access point / key intersection as proposed on Precinct plan 3. Consequential to this, the Agency also requests the realignment of the Preferred Future Road Alignment (Precinct plan 3) to connect to the second Indicative Strategic access point / key intersection approximately half way between the Brigham Creek Road State Highway Interchange and Hobsonville Road. The requested changes are shown on Attachment 1. The existing SH18 interchange at Brigham Creek Road, particularly the westbound off ramp, has a particularly short stacking space for vehicles exiting SH18. The addition of an extra arm (Spine Road) to this roundabout (as proposed in the draft Plan Change) is likely to have significant impact on SH18 queueing given the projected growth in traffic to and from this area. The Agency also has concerns regarding the overall cumulative effects on the operation of the interchange and whether there would be effects on SH18. In addition to the above, the Agency is considering improvements to the existing interchange including the removal of the three existing roundabouts. With three closely spaced roundabouts there are long term operational matters that need to be addressed as part of the future improvements to this interchange. Therefore the connection of the proposed spine road to any one of these roundabouts would not be supported as it may compromise options for future improvements.

That the drafted provisions as set out in Attachment 1 be retained within the Draft Plan Change once it is formally notified, and that the specific matters as raised by the School be retained and not altered within the Plan Change. The Ministry would appreciate further discussion with the Council on the matters raised within this submission as the Council works to finalise the Plan Change provisions. For further communication on any matter raised within this submission, please feel free to contact me initially as Consultant to the Ministry.

Support the provision of design assessment criteria for proposed development fronting Hobsonville Road/adjoining Hobsonville Primary School and those high standards of urban design and landscape development are required throughout Sub-precinct C. Oppose developments like the National Mini Storage Units in its current form. Ensure that design assessment criteria is used to minimise and mitigate the "more than minor" adverse effects on the existing residential and school community. Maintain visual amenity for Hobsonville Primary School and residents on the Eastern side of Hobsonville RD. A 3m planted landscape buffer treatment along with acoustic fencing around Hobsonville Primary School should be provided in the adjoining properties on the schools western and northern boundaries. A minimum building set back of 6m should be provided in the adjoining properties along the schools western and northern boundaries. Support retaining of the existing signalised zebra crossing outside Hobsonville Primary School. Support the provision to ensure industrial development adjoining the school mitigates the adverse effects on the school. Support the proposed recession plane. Support the provision of day care, café and other community providers adjacent to Hobsonville Primary School in the industrial zone. The school should be considered an affected party regarding the granting of any resource consents to sites adjoining the school. Minimise the amount of signalised intersections along Hobsonville Road to ensure the continued flow of traffic. Support the use of direct road linkages to and through the precincts as an alternative to using Hobsonville Road. These new (and existing) roads should link to the existing motorway network via Westpoint Drive. Support retaining of the existing signalised zebra crossing outside Hobsonville Primary School. Minimise the loss of off street parking along Hobsonville Rd from new developments. Support the minimisation of vehicle crossings onto Hobsonville Rd. Support the assessment criteria for Sub-precinct C for sites that adjoin Hobsonville Road or school. Support Activity Table status for A33 and A34 being Restricted Discretionary. Support that a high standard of visual amenity should be achieved through design articulation, limited building height and bulk, building setbacks and landscape treatment of yards and screening of storage areas. Avoidance of large blank walls.