



Outlook

Pound Road Industrial Development Comment

From [REDACTED]

Date Fri 2025-10-31 3:07 PM

To FastTrack Substantive <substantive@fasttrack.govt.nz>

1 attachment (919 KB)

mitigations-map.png;

We're writing in response to the invitation to comment on the proposed Pound Road industrial development.

As residents immediately adjacent to the development we are opposed to the development on following grounds:

- It would cause significant disruption, noise and a visual detriment to the rural character of the area.
- It would lead to a substantial increase in heavy traffic in the area making it less safe for our children.
- It would lead to a decrease in the value of the bordering residential properties on Barters Rd.

If it were to go ahead, we would expect steps to be taken to mitigate these effects:
(refer to attached mitigations map)

Traffic management / safety:

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- A vehicle entrance to the development should be placed at the intersection of Barters Rd, Hasketts Rd and Maddisons Rd, but none on Barters Rd south of Maddisons Rd

This would help discourage heavy traffic from flowing down past the remaining residential rural properties on Barters Rd by providing a more direct route for traffic coming from Maddisons and Hasketts Roads.

- Add / complete pedestrian / cycle paths to make it safer for children to navigate the area.
- To improve the safety of child / pedestrian / cyclist passage in the area with the unavoidable increase in heavy traffic an industrial area will bring, the existing separated foot / cycle path network should be extended around the proposed development site.

- The separated shared path should be extended along the Barters Rd and Pound Rd faces of the development.
- The existing separated shared path down Waterloo Rd road should be completed between Barters Rd and Kirk Rd.
- A pedestrian level rail crossing, overpass or underpass should be installed where Barters Rd is bisected by the railway to provide safe direct pedestrian/cycle access to Templeton/Islington shops & services on Main South Rd without a lengthy detour past the proposed development site.

Visual and noise disruption management:

In order to reduce the visual and noise disruption to the residences down Barters Rd and to maintain the rural character of the area, we request the following:

- Maintaining the existing tree hedges on the side of the development bordering residential properties, An instrument should be registered on the development's property titles requiring the hedge be maintained in perpetuity for such time as the development borders rural / residential property.
 - A bund be installed on the development side of the hedge to reduce noise disruption, this should be done before any other significant works start.
 - The zone be restricted to general industrial, with no heavy industrial activity permitted.
 - A high standard of upkeep be mandated for businesses, similar to what has been achieved at Waterloo Park with no piles of waste and no large stock piles visible from the road.
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While we would prefer the safety and character of the area be preserved, if all or part of the above cannot be achieved then we suggest monetary compensation for the loss of property value to the neighboring properties which if no mitigating steps were taken, we would estimate to be approximately 25% of rateable value.

Consultation with residents:

So far the process has been extremely opaque, the first we have heard about it being the notice of application we received this month, when it appears the application was initially lodged 17 months prior. The application is also excessively redacted, including redacting of diagrams of basic information like what properties are included in the development. We had to find plan diagrams in the meeting minutes of the expert council to even see what area was being developed.

So we request that neighbouring residents be better kept in the loop about the development plans, particularly around the issues highlighted.

Kind Regards,
Cass Jones & Gemma McLaughlin

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