## Issue 1

**Residential Properties adjoining the residential zone**

Powersco is neutral to this plan change. However, should it proceed, Powersco seeks to ensure that electricity infrastructure is protected and if any of our assets need to be relocated then the correct process is followed.

There is a need to manage any changes in the immediate vicinity of network utilities that pose a risk to, or are at risk from, the operation of the network. These risks include:

- **Risk of electrical hazard or injury:**
- **Risk to security of supply:**
- **Risks associated with 'reverse sensibility' and amenity:**
- **Risks to vegetation:**
- **Risk to structural integrity:**
- **Risk to Powersco's ability to undertake inspection and maintenance activities on its lines and support structures, and to undertake line upgrades.**

Powersco has assets around Option 6 (move entrance for the existing ROW to industrial zone boundary) including 11kv underground cables, pads, ducts, overhead low voltage lines and power poles (shown in Appendix B). Should Option 6 proceed, then these will have to be relocated at the council's cost.

The proposed ROW's within this plan change may result in reductions or alterations in ground level. This can result in underground utilities being exposed and the need for remedial work, whereas significant increases in ground level can hinder access for maintenance purposes.

Changes to ground level in the vicinity of underground utilities should be minimised and there should be discussions with the relevant utility provider, which may identify opportunities to realign depth of the utility. Similar concerns arise for above ground infrastructure.

Earthworks in and around support structures needs to ensure there is no risk to the stability of the infrastructure. It is also important to ensure that distances between overhead lines and the ground are not reduced as this could cause safety issues and non-compliance with the minimum safe distances from the ground specified in NZSOP43-2001.

### Decision Requested

- **Do not support options 6 & 8.**
- **Support 8 in conjunction with Option 3.**

The spine road needs to be designed to look like a quality residential road with laterals being more industrial. Long term there will be more residential users versus industrial on this road.

### Option 3

**Support Option 3**: This option will provide for access for those landowners who reside on the spine road and would provide access for all adjoining landowners (excluding the Crapp family) and would include any future residential access for Crapps. Potentially 15+ resident titles could use this access. This road would also provide for additional buffer between Rural Residential & Industrial. Support Option 8 in conjunction with option 3 - this would provide access for Brunning and Smith future rural residential lots - potentially 15+ lots.

### Option 6

Support Option 6: While this option is preferred, it is important to note the following:

- Clearly state that rule 12.4.4.1 shall not be invoked in respect of development within the Industrial Zone unless and until all legal users of the ROW across Industrial zoned land owned by the Crapp family have agreed in writing to the closure of their existing ROW access to Omokoroa Road and alternative access has been provided for by way of a designated alternative route for which Council has financial responsibility.

  - Include an advisory note advising of Council's intention, after provision of alternative access, to acquire the interests of appurtenant landowners in the existing ROW to the extent reasonably necessary to enable direct access onto Omokoroa Road to be closed or limited to the extent consistent with denying industrial land users from using the right of way to access Omokoroa Road other than in accordance with the indicative proposal in PC 81.
- Support an interim rule which requires that in conjunction with the development of Industrial zoned land traversed by the existing ROW, a physical barrier (such as a fence, bollards or similar) be erected along the boundaries of the ROW so as to prevent industrial traffic from using the ROW.
- Such other amendments to the provisions of PC 81 as would properly and equitably address the concerns raised in this submission.

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Created On: 7/13/2018 2:16:52 PM
Created By: STARNET(T)A001

Location: /Policy Planning and Regulatory Services/Community Engagement/Summary Report by Topic

Page 2 of 4
| 4 | Lusby, Norman Francis | Support with Amendment | Support Option 8 in part (access to Smith and Lusby along each side of Priest house site). Further consideration should be given to making the West ROW to Brining a road subject to number of kilometer created. |
| 5 | Lusby, Timothy Malcolm McKenzie | Unknown | Option 7 - Move entrance for the existing ROW to Prole Road intersection Further to this, we think that there should be consideration into adjusting the zoning of the affected parties, Lusby, Birch, Crapp to allow future subdivision with special triggers/parameters in place. If this zoning change was approved and subdivision proceeded, at this time the council potentially could take over this ROW and upgrade it to become a Lane administered and maintained by the council (E.G. ABC Lane). We believe that if the council allowed the properties to be subdivided into residential lots in the future that this would not damage the value of the properties. The council would equally benefit with more rate payers. |
| 6 | Lusby, Philippa Colleen | Oppose | Option 7 - Move entrance for the existing ROW to Prole Road intersection Further to this, we think that there should be consideration into adjusting the zoning of the affected parties, Lusby, Birch, Crapp to allow future subdivision with special triggers/parameters in place. If this zoning change was approved and subdivision proceeded, at this time the council potentially could take over this ROW and upgrade it to become a Lane administered and maintained by the council (E.G. ABC Lane). We believe that if the council allowed the properties to be subdivided into residential lots in the future that this would not damage the value of the properties. The council would equally benefit with more rate payers. |
| 7 | Birch, Janine | Support with Amendment | Support Option 6 - New ‘rural’ lane through Lusby Property. If we deeply oppose this option. This would severely compromise our land and our privacy and could consequently decrease our property value. |
| PS 8 | Crapp, Philip John | Support | The submission point is supported in its entirety. That prior to the formal hearing of submissions Council uses the powers available to it under Clause 8AA of the First Schedule of the RMA to initiate a mediation process involving Council and all submitters, such mediation to be conducted by an independent mediator. The purpose of the mediation would be endeavor to resolve the issues relating to vehicle access within the Omokoroa Industrial Zone and within the adjoining Future Urban Zone either through agreed amendments to PC81 or by other means agreed by the parties. |
| PS 8 | Crapp, Philip John | Support | It is noted that PC81 itself does not specifically relate to or actually address the issue of vehicle access, and to the extent that the submission raises access issues, it is neither supported nor opposed. However, it is considered that the content of the submission highlights the need for Council to take both planning and financial responsibility for appropriate provision to be made for vehicle access in respect of land which is within the existing Omokoroa Industrial Zone and adjoining land which is currently zoned Future Urban. That prior to the formal hearing of submissions Council uses the powers available to it under Clause 8AA of the First Schedule of the RMA to initiate a mediation process involving Council and all submitters, such mediation to be conducted by an independent mediator. The purpose of the mediation would be endeavor to resolve the issues relating to vehicle access within the Omokoroa Industrial Zone and within the adjoining Future Urban Zone either through agreed amendments to PC81 or by other means agreed by the parties. |
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Summary Report for the 2018 Proposed Plan Change 81 - Omokoroa Industrial Zone Review

Man Change 81 2 Lane road landscaping
3 Smith, Sandra Evelyn Support Support preferred option 2 to remove to the central planted medium and replace with landscaping.
Support Option 2 with the addition of a road being upgraded from an industrial spine road to more residential road suitable for long term predominant use, industrial laterals to come off that road. Ideally 5m planted barrier on each side instead of the central planted 10m medium barrier.

Man Change 81 3 Perimeter landscaping timing
2 Smith, Sandra Evelyn Support Support preferred option 2 (provide a trigger for landscaping).
Support preferred option 2 (provide a trigger for landscaping).

Man Change 81 4 Perimeter landscaping width
2 Smith, Sandra Evelyn Support Support to retain 10m buffer.
Support to retain 10m buffer. If our preferred options regarding issue 1 are agreed then existing ROW planting/buffer is not an issue as we won’t be using that any longer.

Man Change 81 5 Industrial zone interface with adjoining properties
1 Smith, Sandra Evelyn Unknown The area should not have been zoned industrial. It is high quality land at entrance to the new town of Omokoroa. It is too important for industrial use. This has been and still is an ad hoc development contrary to the zoning requirements of the current District Plan. The industrial use is aesthetically unpleasant with all current and future residents having to go past and through industrial to enter and exit the town. The zoning causes significant problems

1- Increases dangerous traffic flows with heavy trucks and vehicles at the town entrance
2- Increases pollution - waste water, runoff, effluent, dust, chemicals, noise, visual
3- Reduces the value of adjoining land resulting from above
4- Health & safety issues with one only entrance to Omokoroa being used currently by a trucking business to transport & store chemicals, fuel, diesel fumes and increase potential for accidents for all residents
5- Current adjoining land owners are now landlocked behind the Industrial Zone - Smith, Priest, Birch, Laing, Brunning, plus potentially 20 new rural residential sites with only current access through industrial.

Stop any further development of the industrial zone. Change zoning to residential or commercial. This is the highest and best use for this land. A rezoning would solve the adjoining neighbours issues and benefit the whole community & all involved including the current developer. The existing industrial users could have a limited time way 10 years to find an alternative location - specifically located and ideally suited for industrial e.g. Te Puna Station Road along the rail line.

Support 8.6 (providing a trigger for landscaping).
Support option 2 (modify industrial zone provisions) with an amendment that hours for industrial and commercial, Monday to Saturday, are 6am to 6pm.
Support in part.
Support option 2 (modify industrial zone provisions) with an amendment that hours for industrial and commercial, Monday to Saturday, are 6am to 6pm.

Man Change 81 6 Industrial zone internal roads
2 Smith, Sandra Evelyn Support Support preferred option 2 - show spine road and lateral roads. There should have been a master plan showing these roads at the outset.
Support preferred option 2 - show spine road and lateral roads. Showing these roads gives certainty to future development.

Support 8.7 revised (providing a trigger for landscaping).
Support option 2 - show spine road and lateral roads. Showing these roads gives certainty to future development.

Support preferred option 2 - show spine road and lateral roads. There should have been a master plan showing these roads at the outset.
Support preferred option 2 - show spine road and lateral roads. Showing these roads gives certainty to future development.
### Summary Report for the 2018 Proposed Plan Change 81 - Omokoroa Industrial Zone Review

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