

Summary Report for the 2018 Proposed Plan Change 81 - Omokoroa Industrial Zone Review

Topic	Issue ID	Issue	Sub ID	Sub	Name	Inclination	Summary	Decision Requested
Plan Change 81	1	Access to the properties adjoining the residential zone	1	1	Powerco Limited Eastern Region	Support with Amendment	<p>Powerco is neutral to this plan change. However, should it proceed, Powerco seeks to ensure that electricity infrastructure is protected and if any of our assets need to be relocated then the correct process is followed.</p> <p>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:</p> <ul style="list-style-type: none"> • Risk of electrical hazard or injury; • Risk to security of supply; • Risks associated with 'reverse sensitivity' and amenity; • Risks to vegetation; • Risk to structural integrity; • Risk to Powerco's ability to undertake inspection and maintenance activities on its lines and support structures, and to undertake line upgrades. <p>Powerco 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.</p> <p>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.</p> <p>Changes to ground level in the vicinity of underground utilities should be minimised and/or there should be discussions with the relevant utility provider, which may identify opportunities to readjust depth of the utility. Similar concerns arise for above ground infrastructure.</p> <p>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 maintained and not reduced as this could cause safety issues and non-compliance with the minimum safe distances from the ground specified in NZECP34:2001.</p>	<p>Powerco seeks that if Plan Change 81 becomes operative then the following is undertaken:</p> <ol style="list-style-type: none"> 1. Powerco is contacted prior to any physical works around our assets to enable the safe relocation or undergrounding of our existing network assets, in particular should Option 6 be chosen for the ROW. This is to enable the safe relocation or undergrounding of our existing network assets. This should be done via the Customer Initiated Works (CIW) process. 2. The Council confirm with Powerco any additional assets that may be potentially affected by the proposed ROWs. This is to ensure that Powerco can continue to operate, maintain, upgrade and access our existing assets. There is a need to manage any development in the immediate vicinity of network utilities that pose a risk to, or are at risk from, the operation of the network.
			2	2	Smith, Sandra Evelyn	Oppose	<p>Issue 1</p> <p>Do not support the preferred combined option 6 (move entrance for the existing ROW to industrial zone boundary) & option 8 (access to Smith and Bruning along each side of Priest house site). Reason - further discussions with the developer (Crapp) suggests he will not agree with option 6 and issues around who pays.</p> <p>Support Option 3 (industrial spine road through Crapp) as the preferred option running along Crapps boundary to the spine road providing access for all adjoining landowners (excluding industrial) and would include any future residential access for Crapps. Potentially 15+ resident titles could use this access. This road would also provide required additional buffer between Rural Residential & Industrial.</p> <p>Support Option 8 in conjunction with option 3 - this would provide access for Brunning and Smith future rural residential lots - potentially 15+ lots.</p> <p>Option 8 would be a private/council road - same design as option 3. Land would be provided by Priest with the benefit to them being Smith agreeing to no road in front of their current house.</p>	<p>Do not support options 6 & 8.</p> <p>Support 8 in conjunction with Option 3.</p> <p>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.</p>
			3	1	PJ and LC Crapp	Oppose	<p>No provision is made in PC 81 for alternative access from Omokoroa Road to the aforementioned four adjoining Future Urban zoned properties.</p> <p>It is suggested in the Section 32 report (but not explicitly included in the proposed new District Plan provisions to be introduced through PC 81) that existing Operative District Plan rule 12.4.4.1 will be invoked to prevent any development of Industrial zoned land owned by the Crapp family until alternative provision is made for access to the four Future Urban Zoned properties referred to above.</p> <p>The foregoing approach places an unreasonable burden on both the Crapp family and the legal users of the existing ROW and will militate against the efficient and effective development of land within the Industrial Zone.</p> <p>Furthermore, reliance on existing rule 12.4.4.1 is impracticable and will not result in a cost effective or equitable outcome.</p>	<p>Amend PC 81 to:</p> <ul style="list-style-type: none"> • 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 advice 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. • Include 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.

Summary Report for the 2018 Proposed Plan Change 81 - Omokoroa Industrial Zone Review

			4	1	Bruning, Norman Francis	Support with Amendment	Support Option 8 in part (access to Smith and Bruning along each side of Priest house site).	Further consideration should be given to making the West ROW to Bruning a road subject to number of lots created.
			5	1	Laing, Timothy Malcolm Mckenzie	Unknown	<p>Option 5 - New 'rural' lane through Laing Property:</p> <p>We deeply oppose this option. This would severely compromise our land and our privacy and would consequently devalue our property.</p> <p>Option 7 - Move entrance for the existing ROW to Prole Road intersection</p> <p>In principle we agree to this option over option 6 (move entrance for the existing ROW to Industrial Zone boundary). To future proof any further development of the Omokoroa Road it needs to be put in place now, thus reducing the access points onto Omokoroa Road. This allows for future upgrading of the ROW to Road standard which will be able to cater for additional rural residential lots.</p> <p>Also residential and industrial traffic will be separated if we agree to this option, which is advantageous, especially if you have a young family like us. It is not ideal and could be potentially a health and safety issue to continue mixing industrial traffic with residential traffic. We fear that this will get worse when ITM opens.</p>	<p>Option 7 - Move entrance for the existing ROW to Prole Road intersection</p> <p>Further to this, we think that there should be consideration into adjusting the zoning of the affected parties, Laing, Smith, 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. (EG; 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.</p>
			6	1	Lusby, Phillippa Colleen	Oppose	<p>A single house holder (the Crapp family) should not be responsible for funding a (ROW) that should be provided by council. This (ROW) serves no advantage to the Crapp family only to the neighbours.</p> <p>You have set neighbour against neighbour creating tension and distress and forced neighbours into costly legal action.</p>	<p>1 - You (Council) pay for (ROW) that you require which is unreasonable for the Crapp family to pay for.</p> <p>2 - That the neighbours contribute equally to the new (ROW) if they really want option 3 (industrial spine road through Crapp), option 6 (move entrance for the existing ROW to industrial zone boundary) & option 7 (move entrance for the existing ROW to Prole Road intersection) as these are of no advantage to the Crapp family and it's unfair for the burden of these costs to fall on the Crapp family when there is no responsibility for them to pay these costs.</p>
			7	1	Birch, Janine	Support with Amendment	We suggest moving the present ROW to the industrial zone boundary and exit to Omokoroa Road near Prole Road. This would be an acceptable or attractive entry to our property and avoid conflict with industrial traffic.	With Council involvement this ROW could later be upgraded to service future subdivision in the area by Crapp, Laing and Birch.
			FS 8	1	Crapp, Philip John	Support	The submsion 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.
			[6]	[1]	[Lusby, Phillippa Colleen]			
			FS 8	2	Crapp, Philip John	Unknown	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.
			[2]	[2]	[Smith, Sandra Evelyn]			
			FS 8	4	Crapp, Philip John	Unknown	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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			FS 8	6	Crapp, Philip John	Unknown	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.
			[4]	[1]	[Laing, Timothy Malcolm Mckenzie]			
			FS 8	7	Crapp, Philip John	Unknown	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.
			[7]	[1]	[Birch, Janine]			

Summary Report for the 2018 Proposed Plan Change 81 - Omokoroa Industrial Zone Review

Plan Change 81	2	Spine road landscaping	2	3	Smith, Sandra Evelyn	Support	Support preferred option 2 to remove to the central planted medium and replace with targeting 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.
			4	2	Bruning, Norman Francis	Support	Support 5.2 preferred option (spine road landscaping is shifted from the centre of the road to the sides).	Support 5.2 preferred option (spine road landscaping is shifted from the centre of the road to the sides).
Plan Change 81	3	Perimeter landscaping timing	2	4	Smith, Sandra Evelyn	Support	Support preferred option 2 (provide a trigger for landscaping).	Support preferred option 2 (provide a trigger for landscaping).
			4	3	Bruning, Norman Francis	Oppose	Support Option 6.1 (status quo - current practice is to landscape each activity as it is established). Contouring may be such that planting cannot happen before. Landscaping along Bruning boundary is problematic as boundary with NZTA is unknown.	Developer to screen property as soon as practicable.
Plan Change 81	4	Perimeter landscaping width	2	5	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.
			4	4	Bruning, Norman Francis	Support with Amendment	Support in part.	NZTA may be required to supply screening.
			5	5	Laing, Timothy Malcolm Mckenzie	Oppose	We would be opposed to reducing the buffer to below 10 metres along the current ROW! We do not have faith in the consistency of the development when it comes to fencing and for that matter the planting. We are concerned about the industrial activities that may be allowed to be placed in this zone so we would prefer to keep the 10m buffer.	The only way we would agree to reduce the buffer to 5-6m would be to keep part of our existing ROW and move the remainder of ROW along the north west boundary, around the top of the industrial development. Option 7 (move entrance for the existing ROW to Prole Road intersection) is our preferred option as it comes out by the Prole Road roundabout.
Plan Change 81	5	Industrial zone interface with adjoining properties	2	1	Smith, Sandra Evelyn	Unknown	This area should not have been zoned industrial. It is high quality land at entrance to the new town of Omokoroa - 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, Bruning, 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 say 10 years to find an alternative location - specifically located and ideally suited for industrial e.g. Te Puna Station Road along the rail line.
			2	6	Smith, Sandra Evelyn	Support with Amendment	Support preferred option 2 (modify industrial zone provisions).	Support preferred option 2 (modify industrial zone provisions) with an amendment that hours for industrial and commercial, Monday to Saturday, are 6am to 6pm.
			5	2	Laing, Timothy Malcolm Mckenzie	Unknown	Having industrial businesses like Omokoroa Carriers, which appears to have been allowed to operate with limited controls, has resulted in negative outcomes such as; this business is not adequately screened from the road and from the residents and is considered unattractive; the dust from the unsealed yard has caused negative environmental impact on the neighbouring land. We are concerned that businesses like this and future industrial businesses that set up on this land, without proper controls, could really make a huge impact on our beautiful estuary, farmland and entrance resulting in unwanted pollution etc.	In our opinion we would like to see the rest of the land used for the remaining industrial area changed to be residential or commercial zoning as it would be a much better use of the land. We believe that land value would be higher for the developers/landowner. The rates that these properties would generate would be more profitable for the council. The entrance to Omokoroa Peninsular needs to be planned out properly! It should be beautiful and designed to attract people to come and live in this area.
			5	3	Laing, Timothy Malcolm Mckenzie	Support with Amendment	Option 2 - Modify Industrial Zone Provisions: This is our preferred option.	The time period for sound level not to exceed maximum levels, we believe should be reduced further! We believe the time period should change to, between 7am - 6 p.m. Monday to Sunday for the whole of the Industrial Zone. Omokoroa is seen as a family area and should be in the future. Having noise up till 10pm at night and before 7am in the morning is not acceptable for young families and elderly citizens. Further to this...dust, odour, light and noise contributing industrial activities should be strictly controlled in any industrial zoned are. For example; Spray Painters. (The smell is extremely difficult to impossible to remove even with filtering and water baths etc.) These types of industrial businesses should be excluded from this is zone. Once this type of operation is in place it cannot be removed and causes ongoing problems for residential neighbours and the council.
			5	4	Laing, Timothy Malcolm Mckenzie	Oppose	We oppose the option of reducing the buffer of plantings to 3m and replacing with a solid wall.	We oppose the option of reducing the buffer of plantings to 3m and replacing with a solid wall.
			6	2	Lusby, Philippa Colleen	Oppose	Our biggest concern with an industrial zone is noise, the height of buildings, dust, chemicals (Painting i.e. panel beaters, boat builders etc) and it looking unsightly as we live on the hill above it and look directly into the industrial site. The other concern is noise going late into the night.	We would like to see some tighter restrictions on who is allowed into the industrial area and covenants put in to protect the residential homes surrounding the industrial zone from noise, huge unsightly buildings, chemicals, and dust. A curfew of 7pm would also be appreciated, so we get a break from all the noise surrounding us.
Plan Change 81	6	Industrial zone internal roads	2	7	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.

Summary Report for the 2018 Proposed Plan Change 81 - Omokoroa Industrial Zone Review

			4	5	Bruning, Norman Francis	Support	Support Option 2 (show spine road and lateral roads). Gives support to land locked properties.	Support Option 2 (show spine road and lateral roads). Gives support to land locked properties.
			FS 8 [2]	3 [7]	Crapp, Philip John [Smith, Sandra Evelyn]	Unknown	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.
			FS 8 [2]	5 [5]	Crapp, Philip John [Bruning, Norman Francis]	Unknown	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.