

Submission on Publicly Notified Proposal for Change to Plan
Clause 6 of Schedule 1, Resource Management Act 1991

To: CLUTHA DISTRICT COUNCIL

Name of Submitter: Anzide Properties Ltd
(full name)

This is a submission on the following proposed change to the Clutha District Plan:

Plan Change 41 – Milton Re-zoning

I could not* gain an advantage in trade competition through this submission. (**Select one*)

**Delete entire paragraph if you could not gain an advantage in trade competition through this submission.
#Select one*

The specific provisions of the proposal that my submission relates to are *[give details]*:

The zone change in its entirety

My submission is:

[include –

- *Whether you support or oppose the specific provisions or wish to have them amended; and*
- *Reasons for your views].*

On Behalf of Anzide Properties Limited a land owner within the area of the proposed Milton Re-zoning, Anzide supports the proposed re-zoning and seeks to be a party to the preparation of the proposed Structure

Plan. _____

I seek the following decision from the local authority:
[give precise details]

I wish ~~do not wish~~ to be heard in support of my submission. *[select one]*

If others make a similar submission, I will consider presenting a joint case with them at a hearing.
[delete if you would not consider presenting a joint case]

Ci Keogh

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

30.11.2017
.....
Date
(A signature is not required if you make your submission electronically)

Address for service of submitter: Environmental Consultants Otago Ltd
Telephone: 0274128004
Fax/email: ciaran@ecotago.co.nz
Contact person: *[name and designation, if applicable]* Ciaran Keogh

Submission on Publicly Notified Proposal for Change to Plan
Clause 6 of Schedule 1, Resource Management Act 1991

To:
 CLUTHA DISTRICT COUNCIL

Name of Submitter: Mark Bedford _____
 (full name)

This is a submission on the following proposed change to the Clutha District Plan:

Plan Change 41 – Milton Re-zoning

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

I am 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.

The specific provisions of the proposal that my submission relates to are [give details] :

1. Lack of a buffer zone or between the proposed industrial zone and the Milburn settlement zone.
2. Lack of consideration of the sumational effect of adverse impacts from multiple facilities on the same industrial zone.
3. Existing and proposed structures and facilities do not provide an assurance of continued level of reduced adverse effects.
4. The proposed plan change contradicts Policy IND.5 (a) paragraph 3 “*compatibility with neighbouring activities/ Resource Areas*”
5. The projected demand for industrial land for Milton and Bruce is calculated at $22 + 42 = 66$ ha and the proposed area for rezoning is calculated at 290 ha. This appears to be almost 5 times as much as projected demand and is therefore inconsistent with the Councils desire to not over provide industrial land.
6. No support is provided to backup the “likely demand” for industrial land. The conversion of the land to industrial will generate 200 additional jobs – no evidence to support this is provided and it is my assertion that almost all of these will be filled by out of district labour as was the case with the Department of Corrections Facility.

My submission is:

I oppose the proposed changes.

There is no buffer zone between industrial and settlement zones yet there is a transitional buffer zone between urban and industrial zones. Surely this is an oversight from the CDP's inception and should be corrected in this instance by designating a buffer zone.

This buffer zone appears to be supported by The Department of Corrections “*The Department*”

would prefer other locations to rezoned but if the land is to be rezoned, the plan should contain provisions that discourage activities sensitive to the operation of the prison from locating here.”

Settlements are more sensitive to adverse effects than urban zones as these residents usually prefer the quieter environment.

The Department of Corrections reverse sensitivity are included in the “Plan Change 41” document yet the pre-notification sensitivity submission by Milburn residents are not included. This infers a bias in favour of the zone change which may not be the case as no detail is provided to support the statement.

The Clutha District Council asserts that the alternative of leaving the land zoned rural is not a viable alternative as it permits ad hoc development and unstructured infrastructure. The Clutha District Council could plan to provide appropriate infrastructure as required for industrial like development while leaving the land zoned rural and thereby save the cost of the plan changes while still meeting its obligation under the Environment Act.

Drainage on my property is already affected through drainage changes on down stream properties, the increase in other structures and impact that these will have will surely lead to more adverse changes. This is currently seen as storm water ponding after heavy rainfall due to altered water flow and roadside flooding along Narrowdales Road and Limeworks Road.

I seek the following decision from the local authority:

That a large and substantial buffer zone be designated around the Milburn settlement zone to ensure the adverse effects from such a large and uncontrolled industrial zone (if successful) are managed to acceptable levels. This is necessary to manage changes brought about through changes in land ownership and land use that introduce new and different activities that create adverse effects on neighbouring zones. The amount of land to be rezoned should be considerably reduced to be more in line with Clutha District Councils projected demand of 66 ha. The location of this rezoned land should be toward the southern end of the Toko plain. This will be more efficient for the delivery of infrastructure and keeps the adverse effects away from the existing sawmills at Milburn and the Department of Corrections facility.

My pre-notification document should also be read in conjunction with this as its contents is relevant to the subject.

I wish to be heard in support of my submission.

.....

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

.....

Date 11/12/2017

(A signature is not required if you make your submission electronically)/

Address for service of submitter: 386 Waihola Highway, RD1, Milton, 9291

Telephone: 027 434 0309

Fax/email:

Contact person: [name and designation, if applicable]

Submission on Publicly Notified Proposal for Change to Plan
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To:
CLUTHA DISTRICT COUNCIL

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I wish to be heard in support of my submission.

.....

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

.....

Date 11/12/2017

(A signature is not required if you make your submission electronically)/

Address for service of submitter: 386 Waihola Highway, RD1, Milton, 9291

Telephone: 027 434 0309

Fax/email:

Contact person: [name and designation, if applicable]

1D216532

Leonie Mullions

From: Clutha District Council <help.desk@cluthadc.govt.nz>
Sent: Monday, 25 February 2019 2:28 PM
To: Help Desk
Subject: CDC Website - Milton Plan Change Consultation Form ref: CDC-QF-190225-8HYAT-6NZ

CDC Website - Milton Plan Change Consultation Form

Reference: CDC-QF-190225-8HYAT-6NZ
Attachment: not attached

Name of submitter:: Mark Bedford

Trade competition advantage?: I could NOT gain an advantage in trade competition through this submission

The effect of the subject matter in my submission:: Adversely affects the environment and does not relate to trade competition or the effects of trade competition.

The specific provisions of the proposal that my submission relates to are?

Please see my previous submission on this matter. If this is not to hand please advise and I will submit via email as an attachment

My submission is:

Please see my previous submission on this matter. If this is not to hand please advise and I will submit via email as an attachment

I seek the following decision from the local authority:

Please see my previous submission on this matter. If this is not to hand please advise and I will submit via email as an attachment

Do you wish to be heard in support of your submission?: Yes I wish to be heard in support of my submission.

Joint submission option:: not supplied

Address for service of submitter:

386 Waihola Highway
RD1
Milton

Telephone: not supplied

Email and/or Fax

mark.bedford@xtra.co.nz

Contact Person:: not supplied

**SUBMISSION TO THE PLAN CHANGE 41 – MILTON ZONING**

TO: Submission on Plan Change 41 – Milton
Rezoning
PO Box 25
BALCLUTHA

BY E-MAIL: planning@cluthadc.govt.nz

SUBMISSION ON: Submission on Plan Change 41 – Milton
Rezoning 2017

NAME OF SUBMITTER: Calder Stewart Land Holdings Limited

ADDRESS FOR SERVICE: Calder Stewart Land Holdings Limited
C/- 4Sight Consulting Limited
123 Vogel Street, Level 1
Dunedin 9016

Attention: Nigel Bryce

Phone: 022 047 8500

1.0 INTRODUCTION

Calder Stewart has developed considerable expertise in commercial and industrial development since the Company's establishment in 1955. The Company has particularly earned a reputation for delivering business premises for clients needing both state-of-the-art office space and associated warehousing, manufacturing or showroom facilities. Examples of such developments include:

- Revolution Hills Company headquarters and associated steel manufacturing plant;
- Pan Pac, Milburn;
- Steel & Tube, Fryatt Street, Dunedin;
- Fletchers Building, Carisbrook, Dunedin;
- Bunnings, Dunedin;
- Cumberland Street Retail Development;
- Mitre 10, Dunedin;
- Ministry of Primary Industries (Otaki Street, Dunedin);
- Radcliffe Electrical, Timaru Street, Dunedin;
- Telfer Electrical, King Edward Road, Dunedin;
- Gough, Gough & Hamer, Portobello Road, Dunedin;
- VINZ, Portobello Road, Dunedin;
- ESCEA, Dunedin;
- St Clair Resort & Hotel, Dunedin;
- Oakleys Plumbing, Timaru Street, Dunedin.

Calder Stewart's head office at Revolution Hills and associated steel manufacturing plant provide employment for up to 200 staff many of whom live locally. Calder Stewart is committed to expanding its business development plans over its Revolution Hills property, as well as expanding into the broader area now governed by proposed Plan Change 41 (PC41). This reinforces the Company's long-term commitment to the Clutha-Dunedin Districts.

Calder Stewart has a significant property interest within the Clutha District. This includes a substantial area of land both within and adjacent to the areas affected by the PC41 to the northeast of Milton. These areas are outlined in **Table 1** below.

Table 1: Calder Stewart property ownership relevant to PC41

Location of sites	Legal description of sites	Location & Size
Within the main 330ha area of Industrial Resource Area rezoning proposed for PC41	Section 58 and part Section 57 Block VII Tokomairiro SD	'Revolution Hills', 142 Milton Waihola Highway: 31.7567 ha net
	Lot 2 Deposited Plan 407615	Property surrounds 37 Circle Hill Road: 37.5183 ha
	Part Section 19-20 Block III Tokomairiro SD and Part Section 49 Block VI Tokomairiro SD	Part of 129 Waihola Highway, Milton. Two parcels to the northeast of Anicich Road, and one parcel to the southwest of Anicich Road: 61.1885 ha
	Allotment 28-66, 84-90 Deeds Plan 21 and Part Allotment 83 Deeds Plan 121 and Part Section 50 Block VI Tokomairiro SD	Part of 129 Waihola Highway, Milton. Parcels to the southwest of those detailed in the row above: 40.6254 ha

Location of sites	Legal description of sites	Location & Size
	Allotment 12-27, 67-70, 80-82 Deeds Plan 121 and Part Allotment 83 Deeds Plan 121 and Part Section 52-53 Block VI Tokomairiro SD and Allotment 79 Deeds Plan 121	Part of 129 Waihola Highway, Milton. Parcels to the southwest of those detailed in the row above: 38.0139 ha less the area of Allotment 75-78
Outside the area of Industrial Resource Area rezoning proposed for PC41, but contiguous	Allotment 75-78 Deeds Plan 121 Block VI Tokomairiro SD	Adjacent to the parcels described in the above row and on the same CoT
	Lot 4 Deposited Plan 90540	Parcel to the northeast of North Branch Road and to the southeast of the railway: 1.5116 ha

A map of the overall area of Calder Stewart land relevant to this submission is also given in **Appendix A**.

The Company's submission is made to PC41 regarding the main 330ha area of proposed Industrial Resource Area rezoning and the additional adjacent land that Calder Stewart owns, as outlined in Table 1. A central theme of Calder Stewart's submission is that it supports, in part, the industrial rezoning of land contained within the PC41 zone boundary, however considers that PC41 should be underpinned with a proposed structure plan as part of the current PC41 process, rather than be left for a future plan change process. The Company considers that as the area governed by PC41 has long been earmarked for larger scale industry, and indeed has already been developed for this purpose under the existing Rural Resource Area zone that it is more effective to deliver a proposed structure plan as part of PC41.

The Company's submission also relates to the wider provisions of the Clutha District Plan which are relevant to future industrial development in the area and seek to ensure that the integration of the proposed structure plan as part of the relief sought by Calder Stewart, ensures that the Clutha District Plan provisions are not unduly constraining.

Through the preparation of this submission, Calder Stewart has had regard to the Resource Management Act 1991 (the Act), the operative Otago Regional Policy Statement (the Operative RPS), the proposed Otago Regional Policy Statement (the Proposed RPS), and the Milton 2060 Flood Risk Management Strategy for Milton and the Tokomairiro Plain (Milton 2060).

Calder Stewart has initiated consultation with New Zealand Transport Agency and Kiwi Rail regarding the Company's proposed structure plan for the contiguous area that forms part of PC41. Further, the Company has consulted Pan Pac Forest Products Limited and Anzide Properties Limited during the preparation of the proposed Structure Plan.

2.0 SUBMISSIONS

2.1 SUBMISSION POINT 1 – OVERALL SUBMISSION ON PLAN CHANGE 41

- 2.1.1 Calder Stewart **supports in part** the proposed PC41, however seeks further amendments to the plan change as set out in submission points 2 to 5 below.
- 2.1.2 The Company supports the rezoning of the main 330ha area to Industrial Resource Area zoning, as notified. The Company agrees that the area has long been earmarked for industrial development, and that this zoning is appropriate given its proximity to State Highway 1 and the railway, its flat and generally flood free topography, its proximity to forestry activity, and previous substantial industrial development in the area including Calder Stewart's steel manufacturing facility at Revolution Hills, as well as other wood processing facilities already established within the confines of land proposed to be governed by PC41. The site is generally located away from sensitive activities and will provide for large scale industrial development which is not well catered for elsewhere in the Dunedin-Clutha area. Importantly, Calder Stewart considers that the area governed by PC41 and including the additional land parcels that the Company seeks to include, represents a strategic land resource to support large scale industrial business growth in the Dunedin-Clutha area.
- 2.1.3 The Company supports the general intent of PC41 to provide for industrial activity within the Industrial Resource Area (Toko Plains) as a permitted activity (as provided for under amended Rule IND.3 advanced by PC41) where it is in general accordance with an underlying structure plan. This outcome is consistent with industrial zones found elsewhere in District's such as Dunedin where buildings in support of Industrial Zones are a permitted activity.
- 2.1.4 Calder Stewart, however, questions the effectiveness of PC41, where the outcomes of PC41 can only be realised through a separate First Schedule plan change process to provide for a structure plan for the rezoned Industrial Resource Area (Toko Plains). The Company considers that the proposed structure plan should form part of PC41 and not left to a separate plan change process. Consequently, the Company seeks the inclusion of a structure plan within PC41, as set out in submission point 3 below. A copy of the proposed Structure Plan (annotated version of the proposed Structure Plan) and supporting Staging Plan are attached as **Appendix B** to this submission.
- 2.1.5 As set out in submission 2 below, Calder Stewart seeks to include an additional area of land owned by the Company into the proposed Industrial Resource Area (Toko Plains). This inclusion will provide for a secondary access linkage via North Branch Road, while also providing for a larger land area to be set aside for improved floodway corridors and will act as an open space buffer to lifestyle properties located to the south of the PC41 zone boundary. A map showing this additional land area located to the south of the PC41 zone boundary is attached to this submission in **Appendix A**.
- 2.1.6 To achieve the integration of the proposed structure plan into PC41 and ensure the effective delivery of industrial activities in the Industrial Resource Area (Toko Plains), Calder Stewart also requests several amendments to the Operative District Plan provisions, including amendments to the provisions notified with PC41 and other District Plan provisions, as set out in submission points 4 and 5 below. The Company has attached **Table 2** as **Appendix C** that sets out the broader amendments to the Operative District Plan provisions to ensure that the plan provisions are suitably enabling.
- 2.1.7 The Company also notes that the planning map U39 only refers to the Industrial Resource Area in the legend and does not include reference to the Industrial Resource Area (Toko Plains). The plan provisions introduced by PC41 specifically refer to Industrial Resource Area

(Toko Plains). To avoid uncertainty for plan users as to its location, the Company seeks that planning map U39 be amended to refer to the full reference to the zone introduced by PC41.

RELIEF SOUGHT

2.1.8 Calder Stewart seeks that the relief sought in submission points 2 to 5 of this submission are adopted in full and that any consequential amendments are provided for to give effect to the relief sought by the Company in submission points 2 to 5.

2.2 SUBMISSION POINT 2 – INCLUSION OF ADDITIONAL LAND INTO THE INDUSTRIAL RESOURCE AREA (TOKO PLAINS)

2.2.1 Calder Stewart **supports in part** the extent of the proposed Industrial Resource Area (Toko Plains), as notified in PC41.

2.2.2 The Company considers that adding further land owned by Calder Stewart to the Industrial Resource Area (Toko Plains) will provide for:

- the integrated and efficient development of land for industrial activities;
- establish a further access point to the site (via North Branch Road) that is not located on State Highway 1;
- opportunities for onsite stormwater and flood hazard risk management in the lower lying areas of the site that have been identified as floodway corridors in the Milton 2060 Strategy; and
- greater setback distances between proposed industrial activity areas and lifestyle properties located off North Branch Road to the south.

2.2.3 As a consequence, Calder Stewart seeks to include land in its ownership located to the south of the existing PC41 zone boundary and that is legally described as allotment 75-78 Deeds Plan 121 Block VI Tokomairiro SD and Lot 4 Deposited Plan 90540 be included within the PC41 zone boundary (as identified in **Appendix A** to this submission).

RELIEF SOUGHT

2.2.4 The Company seeks that the following land parcels be rezoned from Rural Resource Area to Industrial Resource Area (Toko Plains):

- Allotment 75-78 Deeds Plan 121 Block VI Tokomairiro Survey District (contained within Certificate of Title OT252/182); and
- Lot 4 Deposited Plan 390540 (contained within Certificate of Title 363906)

2.2.5 Any similar amendments with like effect.

2.2.6 Any consequential amendments that stem from the amendments in paragraph 2.2.4 and 2.2.5.

2.3 SUBMISSION POINT 3 – INCLUSION OF A STRUCTURE PLAN WITHIN PC41

2.3.1 Calder Stewart **opposes** the inclusion of a structure plan relating to the Industrial Resource Area (Toko Plains) by way of a separate and future First Schedule plan change process.

2.3.2 The Company sees this approach as inefficient and ineffective in enabling industrial development within the main contiguous areas governed by PC41 that is located to the north of North Branch Road through to the Pan Pac Site. In particular, the proposed wording of 'Rule IND.1.2 Toko Plains Structure Plan' is overly restrictive in that it mandates that "prior to any industrial development occurring on any site not already developed for industrial

purposes.....” that a structure plan must be incorporated into the plan. The Company notes that without a structure plan being established all industrial activity within the Industrial Resource Area (Toko Plains) is a Discretionary Activity under Rule IND.3 as amended by PC41. In essence this would effectively constrain industrial development until a further plan change process is finalized. Importantly, this staged approach offers little or no investment certainty for potential businesses wanting to establish within this area until a future plan change is advanced.

2.3.3 Calder Stewart considers that a more effective approach is to provide for the inclusion of a structure plan governing that area of Industrial Resource Area (Toko Plains) land located to the north of North Branch Road, including that land identified in Submission 2 above, to the east of the Main South Rail Line, to the west of State Highway 1 and extending to include the existing Pan Pac site to the north of Limeworks Road and also including Calder Stewart’s existing Revolution Hills site on the eastern side of State Highway 1.

2.3.4 In preparing the proposed Structure Plan, Calder Stewart has been guided by Policy IND.5 introduced by PC41 which states:

“To use a Structure Plan for development within the Industrial Resource Area (Toko Plains) to establish:

(a) The location of activities taking into account:

- *the effects they generate;*
- *compatibility with neighbouring activities/ Resource Areas;*
- *the location and efficiency of infrastructure, including transportation infrastructure;*
- *the location and efficiency of the existing drainage systems within the Structure Plan area.*

(b) The provision of the primary roading structure within the Structure Plan area;

(c) The staging of development, having regard to the efficient and co-ordinated provision of services including internal roading;

(d) Safe and efficient connections with adjoining infrastructure, in particular the State Highway and the Main South Railway Line.

(e) Appropriate areas of landscaping and open space;

- *to mitigate any adverse visual effects of industrial development;*
- *to protect existing drainage systems within the Structure Plan area;*
- *and to provide for an appropriate level of amenity within the Structure Plan area;*

(f) Where land use controls within Rule IND.4 may need to be amended or included for activities within the Structure Plan.”

2.3.5 As a consequence, Calder Stewart has developed a proposed Structure Plan and associated amended rule framework to support the proposed Structure Plan, that has been developed having regard to the following key outcomes:

- Identification of broad level activity areas (Large Format Industrial Resource Area and Industrial Resource Areas identified within the proposed Structure Plan);
- Staging Plan;
- Identification of railway siding corridor adjoining the Main South Line;
- Identification of private airstrip to support Calder Stewart’s ongoing operations;
- Connections to the State Highway network;
- Primary and secondary internal road layouts;
- Identification of key storm water and overland flow paths within the proposed Structure Plan;
- Provision of landscaping and open space areas; and
- Provision of public access and cycle trails through the property.

2.3.6 The proposed Structure Plan (and associated Annotated proposed Structure Plan) and Staging Plan reflecting the above outcomes are attached as **Appendix B** to this submission.

- 2.3.7 The Company has developed the proposed Structure Plan with input from key technical specialists including a landscape architect to assist with the development of landscape and open space corridors, a hydrologist to respond to the Milton 2060 Strategy flood hazard areas identified within the site, and transportation expertise associated with the identification of safe and efficient connections to the State Highway and provision of primary road and secondary road networks. Importantly, Calder Stewart is proposing to underpin the proposed Structure Plan with a detailed and comprehensive suite of technical reports to respond to transportation, landscape assessment, flood hazard and stormwater management, and aviation inputs to ensure that the proposed Structure Plan is effective in responding to the likely resource management issues raised by this rezoning response. The Company seeks relief through this submission to provide this additional technical evidence as part of the evidential base to underpin PC41, with the intention that this technical evidence is circulated and consulted on before convening the hearing on PC41.
- 2.3.8 The Company is advancing further evidence to support the provision of water and wastewater services that will be aligned with the proposed Staging Plan and therefore the relief sought by Calder Stewart is that infrastructure servicing will also be integrated in support of PC41 and necessary to give effect to the re-zoning of the undeveloped area of land contained within the proposed Structure Plan.
- 2.3.9 The following provides a brief overview of the key matters addressed within the proposed Structure Plan:

Activity Areas

- 2.3.10 In developing the proposed Structure Plan, Calder Stewart has carefully configured the identification of broad level activity areas within the proposed Structure Plan that integrates with both the adjoining State Highway and Main South Line rail network. Importantly, this provides for the siting of the proposed Large Format Industrial Resource Area in close proximity to railway sidings identified along the western boundary (between the secondary access road off North Branch Road through to just south of Circle Hill Road) and is located west of the primary access road that runs centrally through the proposed Structure Plan. Importantly, the legend to the proposed Structure Plan identifies that proposed Large Format Industrial Resource Area will be supported with a maximum 20 metre height limit to reflect the operational requirements of larger format industrial buildings. The proposed Structure Plan locates these larger scale buildings furthest from the State Highway to ensure that they will not adversely impact upon this setting and entrance into Milton. It is proposed that the Industrial Resource Area that covers the remaining part of the proposed Structure Plan provide for a maximum height of 16 metres, which would adequately provide for buildings of a scale similar to Calder Stewart's existing Steel Manufacturing building located on the Revolution Hills site. We note that a 16-metre height limit is also consistent with the height limit proposed over Calder Stewart's existing Carisbrook site under the Dunedin City Proposed Second Generation Plan.

Staging Plan

- 2.3.11 The proposed Structure Plan is supported with a separate Staging Plan that identifies that Calder Stewart will likely advance development from the southern end of its land holding contained within the proposed Structure Plan and will include the area of land immediately adjacent to its Revolution Hills site. It is proposed that Stage 1 will likely include all of the land from south to north up to Anicich Road. Stage 2 will then include that undeveloped area in the central area of the site, while Stage 3 would include that area of land located to the north of Circle Hill Road. The Staging Plan does not include existing industrial sites as these sites are already provided with service infrastructure necessary for their ongoing operations.
- 2.3.12 The purpose of the Staging Plan is to ensure that service infrastructure can be delivered in a coordinated and integrated manner and for this reason it is considered logical that the land located closest to Milton is developed first.

State Highway Connections and Internal Roads

- 2.3.13 The proposed Structure Plan identifies three key access points off the State Highway, two of which utilise existing formed roads (Access 2 is accessed via Circle Hill Road and Access 1 is accessed off Limeworks Road). Newly proposed Access 3 is located a minimum distance of 250 metres from the existing access serving Revolution Hills.
- 2.3.14 The proposed Structure Plan provides for a central primary access that extends from Access 3 through to Limeworks Road. A secondary access road is identified on the proposed Structure Plan, which provides for vehicle access via North Branch Road into the site. Additional secondary access roads will be established at the time of subdivision.

Railway Sidings

- 2.3.15 It is proposed to establish a railway siding of no more than 20 metres in width within the proposed Structure Plan that extends for over 2 kilometres from North Branch Road to the south to run parallel with the existing rail bridge over Gorge Creek. This would provide for large goods trains to pull into the PC41 site and to be connected to future large format industrial premises in this locality of the proposed Structure Plan.

Flood Hazard and Stormwater Management

- 2.3.16 The proposed Structure Plan has been developed having regard to and responding to existing flood hazard and overland flow paths identified over the PC41 land. The majority of the proposed Industrial Resource Area was designated 'Area 4A' (rural / semi-rural floodplain) in the Milton 2060 Strategy. Most of Area 4A will not be directly inundated by adjacent waterways during flood events, but may be affected by surface runoff. A number of floodway corridors also cross the proposed Industrial Resource Area, and these were designated 'Area 4B' in the Strategy. These are channels which drain water from the floodplain and eastern hill catchments. There is also a number of scheduled Otago Regional Council owned drains that extend through the PC41 land.
- 2.3.17 The most significant of these Area 4B floodway corridors is Gorge Creek, which has a catchment which extends upslope into the hills to the east. A small section of land identified as Area 1A also lies within the proposed Industrial Resource Area. The Milton 2060 Strategy describes this area as the part of the floodplain which can be flooded by the North Branch of the Tokomairiro River.
- 2.3.18 Calder Stewart has a good understanding of the flood hazard overlaying its land, given its extensive history with the area and land ownership. Through the development of proposed Structure Plan, the Company has sought to identify those key areas within the structure plan where flood hazards are likely to pose an operational constraint for future industrial activities (refer Flood Area 1A, 4B and 4C on the Annotated Structure Plan). Areas 4B and 4C are located to the south of the property and around Gorge Creek. These areas have been identified as open space areas and annotated as dry and wet detention ponds. It is proposed that the main Industrial Activity Areas are located outside of these areas. The outcome of the proposed Structure Plan is that it seeks to provide for future development outcomes that appropriately respond to the site's flood hazard characteristics, and, as far as practicable, seeks to work with the natural environment to facilitate drainage of floodwater. This is achieved by (i) avoiding development, where practicable, in mapped floodway corridors and other low-lying land, (ii) allowing sufficient conveyance for flood flows where roads do cross floodway corridors, and (iii) creating design works where necessary, to cater for any excess flow and that more detailed design for the site that addresses flood hazard issues is appropriately responded to at the time of subdivision.
- 2.3.19 As noted, it is envisaged that more detail will be provided to cover off detailed engineering responses required to respond to flood hazards within the property at the time of subdivision and this may include setting of minimum floor levels for buildings located within Flood Area 1A, 4B and 4C or alternative engineering design responses. Importantly, the

Company considers that the proposed Structure Plan provides sufficient certainty that flood hazards can be appropriately responded to at the time of subdivision and seeks to underpin this a revised rule framework as set out in submission 5 below. As noted at paragraph 2.3.7 of this submission, more detailed technical evidence addressing flood hazard risks and how this relates to the proposed Structure Plan will form part of Calder Stewart's evidential base to support inclusion of the proposed Structure Plan as part of PC41.

Aviation Activities

- 2.3.20 Calder Stewart wishes to enhance its existing business operations through the provision of a private airstrip that extends for approximately 1.6km along the eastern side of the proposed Structure Plan. It is noted that to provide for the private airstrip, part of Anicich Road is required to be closed (although any road closure process is dealt with separately). This road provides access to a single property, which will have alternative access via the proposed primary access road, which then connects to the remaining portion of Anicich Road.
- 2.3.21 Further, the Company seeks amendments to the provisions of the Operative District Plan to provide for aviation activities as a permitted activity within the Industrial Resource Area (Toko Plains). This is expanded upon in submission 5 below.
- 2.3.22 The Company is currently advancing more detailed technical aviation analysis of the feasibility of establishing the private airstrip within the proposed Structure Plan and is separately advancing consultation with the Civil Aviation Authority.

Landscaping, Open Space and Cycle Trail Networks

- 2.3.23 The proposed Structure Plan is supported with a 30 metre amenity strip along the majority of the State Highway 1 road frontage. This buffer strip is to provide for a dual role in provide for a landscaping strip to mitigate the visual effects of large scale industrial buildings, while also providing for a corridor within which a future proposed cycle network can be established.
- 2.3.24 Where the proposed Structure Plan overlays existing industrial activities that have already been established by separate planning processes, the landscape buffer governing these properties reflects the underlying landscape requirement of their respective planning approvals.
- 2.3.25 In order to provide for the coordinated and integrated development of the Industrial Resource Area (Toko Plains), Calder Stewart seeks that the proposed Structure Plan (and associated Annotated proposed Structure Plan) and Staging Plan be included within and form part of PC41. Importantly, the Company considers that as the land area identified within the proposed Structure Plan is contiguous that it is more effective for the structure plan to apply to this area and not that area located closer to Milton, given that this area is disconnected from this the wider land area proposed to be governed by the proposed Structure Plan.

RELIEF SOUGHT

- 2.3.26 Calder Stewart seeks that the proposed Structure Plan (and associated Annotated proposed Structure Plan) and Staging Plan, as attached in **Appendix B** to this submission, be incorporated into the Industrial Resource Area (Toko Plains) as a part of PC41.
- 2.3.27 Calder Stewart also seeks that the planning provisions supporting PC41 and the Operative District Plan provisions that may relate to industrial related activities are updated to reflect this outcome. These are specifically identified in submission 5 below.
- 2.3.28 Calder Stewart seeks relief through this submission to provide this additional technical evidence as part of the evidential base to underpin how the proposed Structure Plan has been derived and to support its inclusion within PC41, with the intention that this technical

evidence is circulated and consulted on before convening the hearing on PC41. For the benefit of stakeholders and submitters to PC41, this information will provide for a detailed and comprehensive suite of technical reports to respond to:

- i. Transportation;
- ii. Landscape assessment;
- iii. Flood hazard and stormwater management;
- iv. Aviation;
- v. Infrastructure assessment for water and wastewater services that will be aligned with the proposed Staging Plan.

2.3.29 The above technical reports will seek to ensure that the proposed Structure Plan is effective in responding to the likely resource management issues raised by this rezoning response.

2.3.30 Calder Stewart also seeks any consequential amendments to the District Plan that may arise from the inclusion of the Structure Plan as sought in paragraph 2.3.26 and 2.3.29.

2.4 SUBMISSION POINT 4 – CHANGES SOUGHT TO THE PROPOSED PROVISIONS FOR INCLUSION IN THE DISTRICT PLAN, AS NOTIFIED FOR PLAN CHANGE 41

2.4.1 Calder Stewart **supports in part** the proposed amendments to the provisions of the operative District Plan as notified for PC41, however notes that further amendments should be made to the proposed provisions supporting PC41 given the desire to include a proposed Structure Plan to directly support PC41.

2.4.2 Calder Stewart is also concerned that the existing policy framework supporting the Industrial Resource Area should be further amended to provide specific reference to the Industrial Resource Area (Toko Plains).

2.4.3 In particular, the Company notes that Objective IND.2 seeks to *“manage the Industrial Resource Area so that industrial activities are not constrained or limited by the operation of activities that require a higher level of amenity and environmental quality than industrial activities.”* It is not clear that Objective IND.2 would provide for the protection of the Industrial Resource Area (Toko Plains) now governed by PC41 given that the objective refers to Industrial Resource Area in the singular. The Company seeks to remove any uncertainty through amendments to this objective set out below.

2.4.4 Changes are sought to account for the inclusion of the structure plan within PC41, to better articulate the objectives for the development of the Industrial Resource Area (Toko Plains), to clarify rule wording in relation to the permitted activity status for industrial activities undertaken within the structure plan area, and to modify the rule relating to the activity status of activities within the structure plan area that are not generally in accordance with the structure plan.

RELIEF SOUGHT

2.4.5 Calder Stewart seeks that Objective IND.2 be amended as follows:

“IND.2

To manage ~~the~~ Industrial Resource Areas, including the Industrial Resource Area (Toko Plains), so that industrial activities are not constrained or limited by the operation of activities that require a higher level of amenity and environmental quality than industrial activities.”

- 2.4.6 In the event that Calder Stewart's relief in submission 3 is adopted Calder Stewart seeks that Policy IND.5 be amended as follows:

"Policy IND.5

To use a Structure Plan for development within the Industrial Resource Area (Toko Plains) in accordance with the zone Structure Plan so as to provide for to establish:

- (a) The location of activities that takes ing into account:*
- the effects they generate;*
 - compatibility with neighbouring activities/ Resource Areas;*
 - the location and efficiency of infrastructure, including transportation infrastructure;*
 - the location and efficiency of the existing drainage systems within the Structure Plan area.*
- (b) Provides for ~~The provision of~~ the primary roading structure within the Structure Plan area;*
- (c) The staging of development, that has ~~having~~ regard to the efficient and co-ordinated provision of services including internal roading;*
- (d) Provides for the safe and efficient connections with adjoining infrastructure, in particular the State Highway and the Main South Railway Line.*
- (e) Provides for a Appropriate areas of landscaping and open space in order:*
- to mitigate any adverse visual effects of industrial development;*
 - to protect existing drainage systems within the Structure Plan area;*
 - and to provide for an appropriate level of amenity within the Structure Plan area;*
- ~~(f) Where land use controls within Rule IND.4 may need to be amended or included for activities within the Structure Plan."~~*

- 2.4.7 In the event that Calder Stewart's relief in submission 3 is adopted Calder Stewart seeks that Rule IND.1 General Rules 2. Toko Plains Structure Plan be deleted.

- 2.4.8 In the event that Calder Stewart's relief in submission 3 is adopted Calder Stewart seeks that proposed Rule IND.3 Discretionary Activities be amended as follows:

The following are discretionary activities:

....

"(f) Activities or development that is not in general accordance with the Structure Plan for the Industrial Resource Area (Toko Plains), except that the layout of activity areas, roading, amenity areas, and cycle trails can depart from the structure plan providing the departure does not exceed 100m change in any direction. In the event that the private airstrip is not advanced, that area of the structure plan over which the airstrip is identified would revert to Industrial Resource Area and this change would not constitute a breach of this standard."

- 2.4.9 Calder Stewart seeks that Planning Map 41 is amended so that the reference to 'Industrial Resource Area' in the legend supporting this planning map is amended to refer to the Industrial Resource Area (Toko Plains)'.

- 2.4.10 Any consequential amendments that stem from the amendments in paragraphs 2.4.5 to 2.4.9.

2.5 SUBMISSION POINT 5 – FURTHER AMENDMENTS TO THE OPERATIVE DISTRICT PLAN PROVISIONS TO PROVIDE FOR INDUSTRIAL DEVELOPMENT IN THE AREA SUBJECT TO THE INDUSTRIAL RESOURCE AREA (TOKO PLAINS) STRUCTURE PLAN

- 2.5.1 The relief sought by Calder Stewart seeks to include the proposed Structure Plan as part of PC41. In the event that Calder Stewart's relief is adopted, there is also a need to ensure that additional amendments are made to the provisions of the Operative District Plan so that the

intent of rezoning this land Industrial Resource Area (Toko Plains) is not unduly fettered by wider rules that do not otherwise accommodate the structure plan approach.

- 2.5.2 This is foreshadowed by proposed Rule IND.1.2 Toko Plains Structure Plan, as notified for PC41, which identifies that there may be a need for the existing land use controls under Rule IND.4 to be amended or implemented to enable the structure plan to be undertaken. As this submission seeks to incorporate such a structure plan as a part of the PC41 process, this assessment has been undertaken.

Overview of Amendments to Operative District Plan Provisions

- 2.5.3 Provisions in the following sections have been identified for amendment: Section 3.3. TRANSPORTATION, Section 3.7. SUBDIVISION, Section 3.9. NATURAL HAZARDS, Section 3.11. OTHER ENVIRONMENTAL ISSUES, Section 3.14. INFRASTRUCTURE, Section 4.1. RURAL RESOURCE AREA, Section 4.4. INDUSTRIAL RESOURCE AREA, and Section 5. DEFINITIONS AND PLANNING MAPS. These amendments are set out in more detail in Table 1 attached as **Appendix C** to this submission. The following section of this submission addresses the relief sought by Calder Stewart, where the proposed Structure Plan is adopted as part of PC41.

Section 3.3. TRANSPORTATION

- 2.5.4 Section 3.3. TRANSPORTATION currently has rules which apply controlled or restricted discretionary activity status to roads, access lots, and the construction of public roads. This does not account for the fact that development of roads within sites such as that in the Industrial Resource Area (Toko Plains) is likely to only occur after a subdivision consent is approved through which the provision of roads and access would be considered. Therefore, Calder Stewart considers that roads formed in accordance with an approved subdivision application for the site should have permitted activity status.

- 2.5.5 There are also rules around the construction of railways and airports that in both cases provide for a full discretionary activity status (refer Rules TRAN.8 Railway Construction and TRAN.11 Commercial Airports). Calder Stewart notes that in the case of the rail sidings, there is limited potential effects on adjoining landowners and detailed design of these sidings is not a matter that Council should be unduly concerned about, given that it will be up to Kiwi Rail (requiring authority) to determine the design and connections with its associated Main South Line infrastructure. Similarly, with respect to aerodromes and helipads these are matters that are also dealt with by the Civil Aviation Act and the establishment of new aerodromes/helipads are required to be assessed under Part 157 Determination which is a separate assessment process undertaken by CAA that looks at the merits or otherwise of establishing an aerodrome/and helipad. Given the above, Calder Stewart seeks a controlled activity status for Rules TRAN.8 Railway Construction and TRAN.11 Commercial Airports as this relates to these activities being Industrial Resource Area (Toko Plains) and that are identified within the proposed Structure Plan.

Section 3.7. SUBDIVISION

- 2.5.6 Rule SUB.1 (a) requires minor boundary adjustments to be considered as a restricted discretionary activity. Similarly, under Rule SUB.1(b) subdivision in the Industrial Resource Areas (other than those subdivisions provided for in Rule SUB.2(b)) are restricted discretionary activities. Further, under Rule SUB.2(b) subdivision of land subject to, or which is in Council's opinion potentially subject to, the effects of any natural hazard, is a discretionary activity.
- 2.5.7 Calder Stewart requests that subdivision of land contained within the Industrial Resource Area (Toko Plains) and that is to be set out in accordance with the structure plan be a controlled activity, with matters of control broadly covering those matters set out in subsection (d) of the Subdivision standards and Rule Sub.4 Performance Standards. The Company, however, recommends further amendments to Rule Sub.4 Performance Standards (Land Suitability Standard) 3.Drainage that requires the establishment of minimum floor

heights for industrial buildings located within floodplain areas (Areas 1A, 4B and 4C). In the context of the proposed Structure Plan advanced by Calder Stewart these are identified within the annotated version of the structure plan, with most floodplain areas being incorporated within open space areas to the north and south of the site, and where it is likely that these areas will be set aside as dry/wet stormwater detention ponds. The proposed amendments to the subdivisions rules sought by Calder Stewart are included in **Table 2** attached as **Appendix C** to this submission.

Section 3.9. NATURAL HAZARDS

- 2.5.8 Amendments are sought to the Natural Hazard provisions to ensure that the provisions appropriately reflect that it is likely that for more sensitive areas contained within the proposed Structure Plan, it is likely that there will be responses put in place at the time of subdivision. The proposed amendments to the Natural Hazard rules sought by Calder Stewart are included in **Table 2** attached as **Appendix C** to this submission.

Section 4.4. INDUSTRIAL RESOURCE AREA

- 2.5.9 Amendments are sought to the Bulk and Location standard for height within the Industrial Resource Area section of the Operative District Plan to ensure that the provisions appropriately reflect the proposed Structure Plan. In this case, the proposed Structure Plan identifies that proposed Large Format Industrial Resource Area will be supported with a maximum 20 metre height limit to reflect the operational requirements of larger format industrial buildings. The proposed Structure Plan locates these larger scale buildings furthest from the State Highway to ensure that they will not adversely impact upon this setting and entrance into Milton. It is proposed that the Industrial Resource Area that covers the remaining part of the proposed Structure Plan provide for a maximum height of 16 metres, which would adequately provide for buildings of a scale similar to Calder Stewart's existing Steel Manufacturing building located on the Revolution Hills site. The Company has therefore sought amendments to Rule IND.4(1)(c) to reflect this outcome. This proposed amendment is included in **Table 2** attached as **Appendix C** to this submission.
- 2.5.10 Lastly, the Company seeks further amendments to the earthworks standards under IND.4(7) so that this more effectively responds to the scale of the Industrial Resource Area (Toko Plains) area and likely need for larger scale earthworks thresholds for this area. This proposed amendment is included in **Table 2** attached as **Appendix C** to this submission.


RELIEF SOUGHT

- 2.5.11 An outline of the provisions identified by Calder Stewart as likely to require changes, and details of how those provisions might be amended, are detailed in **Table 2** of **Appendix C** to this submission.
- 2.5.12 Any consequential amendments that stem from the amendments in **Table 2** of **Appendix C** to this submission.

3.0 CONCLUSION

- 3.1 Calder Stewart wish to be heard in support of this submission.
- 3.2 If others make a similar submission Calder Stewart would consider presenting a joint case with them at any hearing.
- 3.3 Calder Stewart cannot gain an advantage in trade competition through this submission.
-

Signature:



pp

Donald Stewart, Director

Date:

11th of December 2017.

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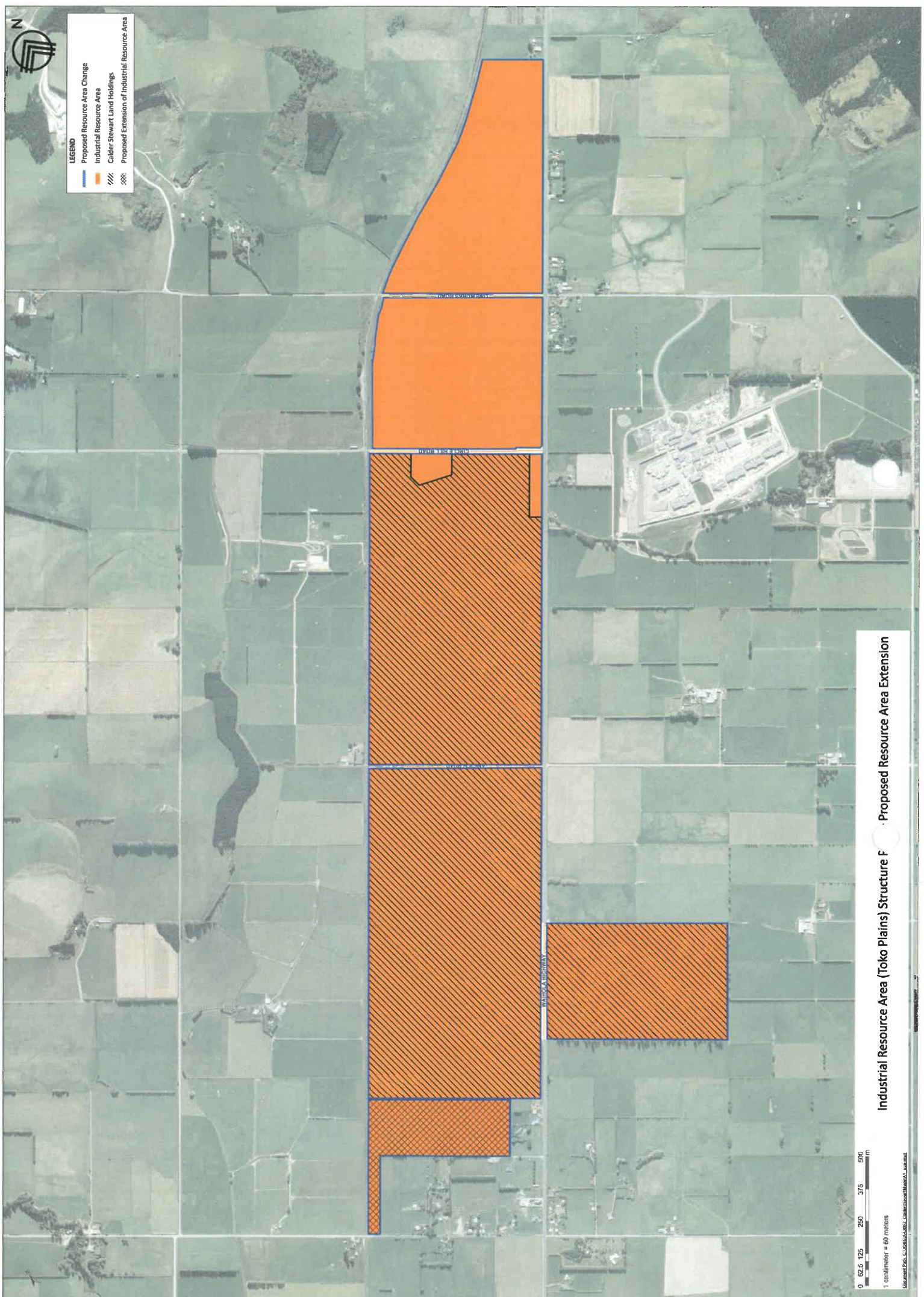
n.bryce@ryderconsulting.co.nz

Appendix A -Land owned by Calder Stewart and land identified to be included within Plan Change 41.



LEGEND

- Proposed Resource Area Change
- Industrial Resource Area
- Calder Stewart Land Holdings
- Proposed Extension of Industrial Resource Area



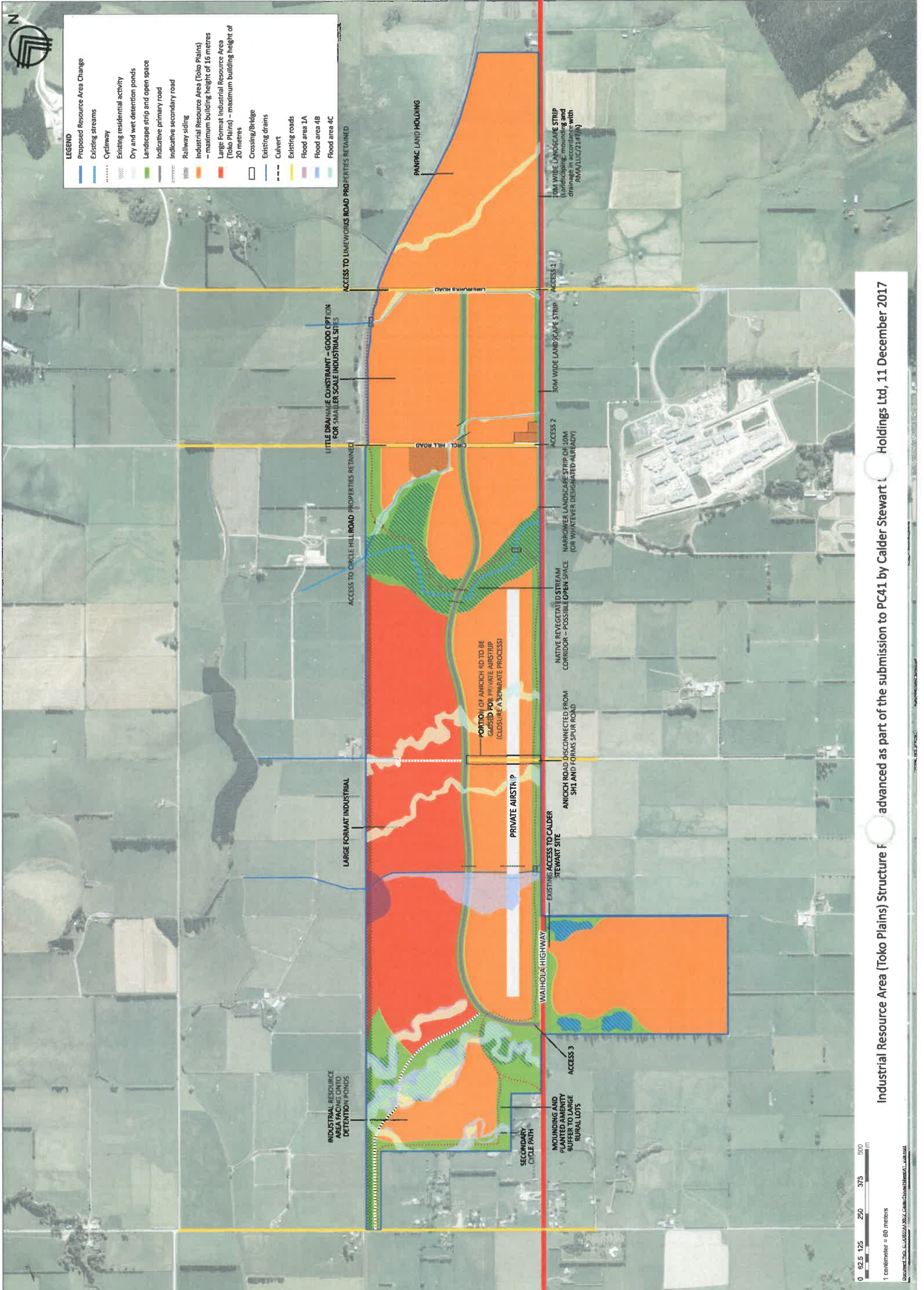
Industrial Resource Area (Toko Plains) Structure F Proposed Resource Area Extension



1 centimeter = 60 meters

Map generated by AutoCAD 2010

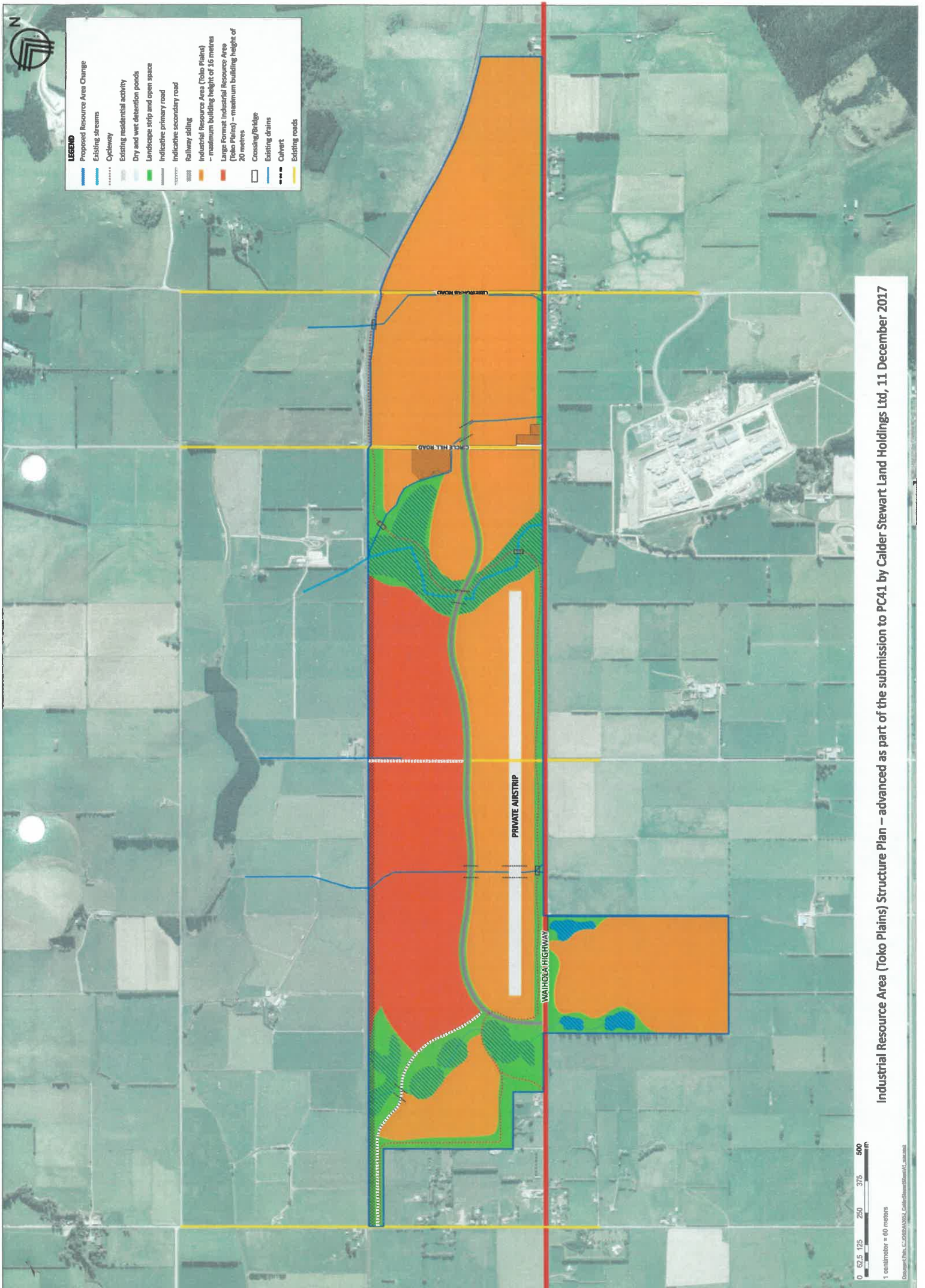
Appendix B: Industrial Resource Area (Toko Plains) Structure Plan, Annotated Structure Plan & Staging Plan



LEGEND	
[Blue shaded area]	Proposed Resource Area Change
[Blue line]	Existing streams
[Blue dashed line]	Cycleway
[Blue dotted line]	Existing residential activity
[Green hatched area]	Dry and wet detention ponds
[Orange hatched area]	Landscape strip and open space
[Green line]	Indicative primary road
[Orange line]	Indicative secondary road
[Grey hatched area]	Railway siding
[Red area]	Industrial Resource Area (Toko Plains)
[Red area]	- maximum building height of 10 metres
[Orange area]	Large Format Industrial Resource Area (Toko Plains) - maximum building height of 20 metres
[Light blue area]	Flood area 1A
[Yellow area]	Flood area 4B
[Dark blue area]	Flood area 4C
[White rectangle]	Crossing/Bridge
[Blue dashed line]	Existing drains
[Blue dashed line]	Culvert
[Yellow dashed line]	Existing roads



- LEGEND**
- Proposed Resource Area Change
 - Existing streams
 - Cycleway
 - Existing residential activity
 - Dry and wet detention ponds
 - Landscape strip and open space
 - Indicative primary road
 - Indicative secondary road
 - Railway siding
 - Industrial Resource Area (Toko Plains)
 - maximum building height of 16 metres
 - Large Format Industrial Resource Area (Toko Plains) - maximum building height of 20 metres
 - Crossing/Bridge
 - Existing drains
 - Culvert
 - Existing roads

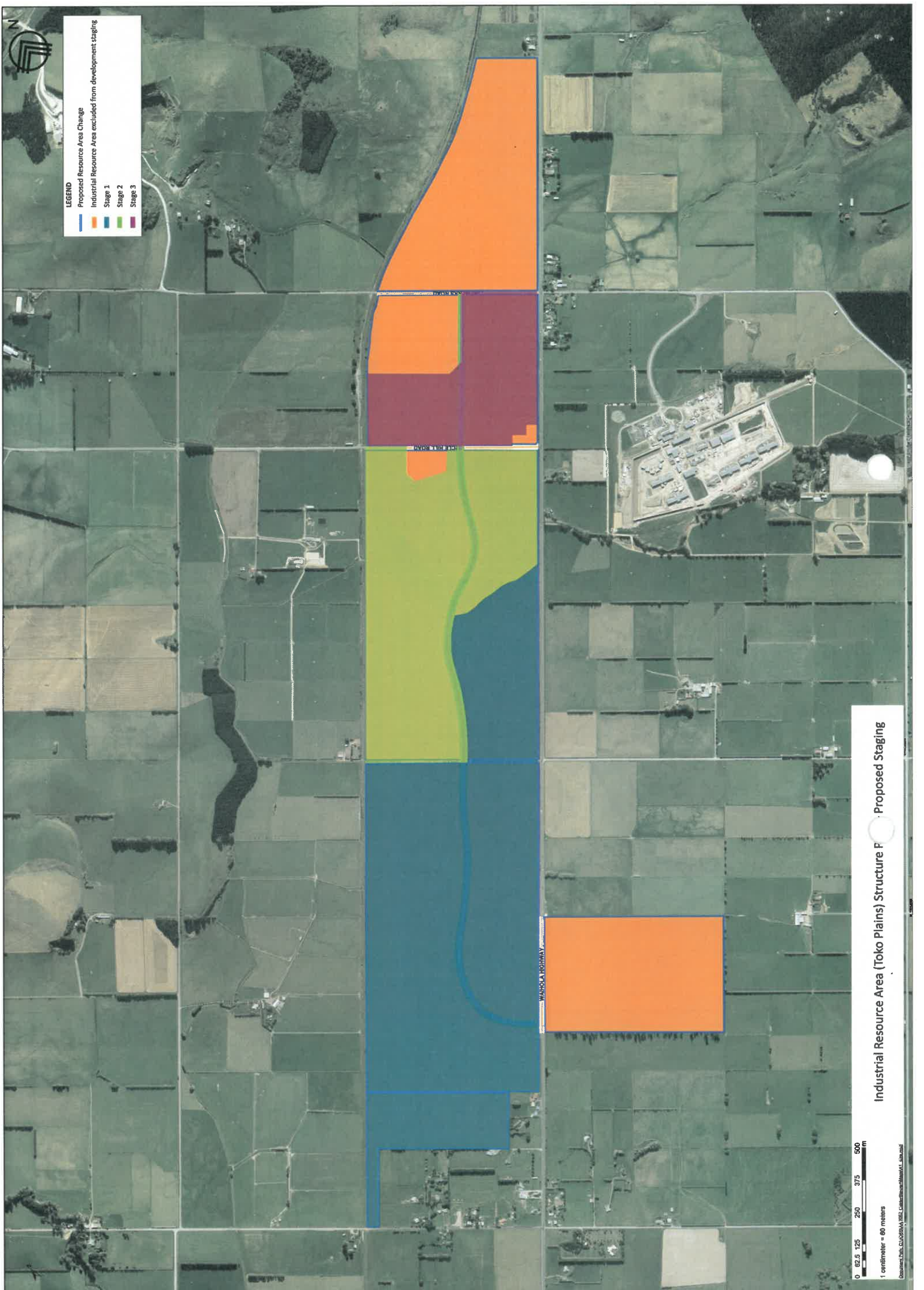


Industrial Resource Area (Toko Plains) Structure Plan – advanced as part of the submission to PC41 by Calder Stewart Land Holdings Ltd, 11 December 2017



1 centimeter = 60 meters

Document Date: 11/12/2017 11:50:00 AM



LEGEND

- Proposed Resource Area Change
- Industrial Resource Area excluded from development staging
- Stage 1
- Stage 2
- Stage 3

Industrial Resource Area (Toko Plains) Structure P Proposed Staging

0 62.5 125 250 375 500
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1 centimeter = 60 meters
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Appendix C

Table 2: Changes sought to the wider provisions of the operative District Plan to enable anticipated industrial activities within the Industrial Resource Area (Toko Plains) Structure Plan.

APPENDIX C– AMENDMENTS TO DISTRICT PLAN PROVISIONS

Table 2: Additions and changes sought to Operative District Plan provisions

Rule	Current Wording of Provision	Relief Sought
Section 3.3. TRANSPORTATION		
<p>RULE TRAN.1 ROADING ACTIVITY STATUS</p> <p>(I) ACCESS AND LEGAL FRONTAGE FOR DEVELOPMENTS</p>	<p>Roads and Access Lots for the purpose of providing access and legal frontage to developments and subdivision are <u>controlled activities</u> provided... (P.87-88)</p>	<p>Add new rule:</p> <p><i><u>“Roads and access lots that are formed in accordance with an approved controlled activity subdivision application under Rule XX and that form part of the Industrial Resource Area (Toko Plains) are a permitted activity.”</u></i></p>
<p>RULE TRAN.1 ROADING ACTIVITY STATUS</p> <p>(III) PUBLIC ROADS</p>	<p>The construction of public roads, that comply with the standards set out in the “Guide to Geometric Standards for Rural Roads”, National Roads Board, New Zealand, 1985 or NZS 4404 1981 Urban Land Subdivision is a <u>controlled activity</u> where aligned with a legal roadline or a <u>restricted discretionary activity</u> where it is not aligned with a legal roadline. Council shall exercise either its control or restrict its discretion over the following matters;</p>	<p>Add new rule:</p> <p><i><u>“Roads and access lots that are formed in accordance with an approved controlled activity subdivision application under Rule XX and that form part of the Industrial Resource Area (Toko Plains) are a permitted activity.”</u></i></p>
<p>RULE TRAN.7 VEGETATION</p> <p>(II) ICE THAW</p>	<p>Production forestry, amenity planting or shelter belt planting more than 2 rows deep shall not be planted within 10 metres of the legal road reserve on the eastern or northern side of any road where the speed limit is 70km/hour or above.</p>	<p>Exempt amenity planting located within the Industrial Resource Area (Toko Plains) and that is located within landscaping strips identified on the Structure Plan.</p>
<p>RULE TRAN.8 RAILWAY CONSTRUCTION AND MAINTENANCE</p> <p>(III) DEVELOPMENT OUTSIDE OF RESERVE OR DESIGNATED AREA</p>	<p>The development of a railway line where there is no existing reserve or designation is a <u>discretionary activity</u> and shall be assessed in accordance with the criteria set out in <i>Rule TRAN.1 (iii)</i>.</p>	<p>Add new rule:</p> <p><i><u>“The development of railway sidings located within the structure plan for the Industrial Resource Area (Toko Plains) is a controlled activity with Council’s control limited to the following matters:</u></i></p> <p><i><u>a. The effects of noise, vibration, glare, dust and other similar effects on affected property owners.</u></i></p> <p><i><u>b. The method of construction, in particular,</u></i></p> <p><i><u>• measures to avoid, remedy, or mitigate:</u></i></p> <p><i><u>(i) loss of or damage to soil; and</u></i></p> <p><i><u>(ii) movement of vegetation, soil, or debris, into any water body.</u></i></p>

Rule	Current Wording of Provision	Relief Sought
		<p>(iii) <u>Stormwater runoff.</u></p> <p><u>Any applications for resource consent made under this rule shall generally be considered without notification or the written consents of affected parties."</u></p>
<p>RULE TRAN.11 COMMERCIAL AIRPORTS</p>	<p>Airports providing public and private passenger, freight transport services or that act as a base for a commercial operation, are <u>discretionary activities.</u></p>	<p>Add new rule:</p> <p><u>"The development of Airports and helicopter pads providing private passenger, freight transport services or that act as a base for a commercial operation located within the Industrial Resource Area (Toko Plains) and that is sited in accordance with the Structure Plan for this zone is a controlled activity with Council's control limited to the following matters:</u></p> <p>(i) <u>The adverse effects of noise on not only the adjacent environment but also those areas affected by flight paths.</u></p> <p>(ii) <u>Visual effects.</u></p> <p>(iii) <u>Any increase in traffic volume and flow and its effect on the transportation network in the locality."</u></p>
<p>Section 3.7. SUBDIVISION</p>		
<p>NEW RULE: CONTROLLED ACTIVITIES</p>		<p>Add New Rule to Section 3.7</p> <p><u>"(aa) All subdivision of land within the Industrial Resource Area (Toko Plains) shall be a controlled activity.</u></p> <p><u>Council's control shall be restricted to the matters of discretion supporting Rule SUB.1."</u></p>
<p>RULE SUB.4 SUBDIVISION PERFORMANCE STANDARDS</p>	<p>All subdivisions, excluding minor boundary adjustments and amendments to flats plans, shall be designed to comply with the following standards...</p>	<p>Amend the rule to read as follows:</p> <p>All subdivisions, excluding minor boundary adjustments and amendments to flats plans, shall be designed to comply with the following standards...</p> <p>"3. Drainage Systems</p> <p><i>Where significant drainage systems are located within the land to be subdivided, or the site is located within the area provided for by the "Milton 2060 strategy: A Flood Risk Management Strategy for Milton and the Tokomairiro Plain", a structure plan shall be</i></p>

Rule	Current Wording of Provision	Relief Sought
		<p><i>prepared that sets out the measures to be put in place that ensure the efficiency of the drainage system and its associated overland flow paths are not compromised by the subdivision design and any subsequent development. <u>In the case of the Industrial Resource Area (Toko Plains) structure plan all subdivision shall also be designed to provide for:</u></i></p> <ul style="list-style-type: none"> • <i>A subdivision design that recognises and protects the integrity of the drainage system.</i> • <i>Measures that ensure any subsequent development does not accelerate worsen or significantly change the pattern of the existing overland flows. Such measures may include the control of earthworks within the subdivision; the design and orientation of fences, retaining walls; the location and orientation of dwellings and ancillary buildings; the location and orientation of infrastructure, including roading and reserves.</i> • <i>On-site stormwater management systems (retention/detention and secondary flow paths) that are designed for a 1 in 100 years average recurrence interval event. Stormwater retention/detention measures shall be provided on-site as part of the overall development.</i> • <i>A rate of stormwater discharge that remains equal to or less than that of the predevelopment up to the 1 in 100 years average recurrence interval event.</i> • <i>The integration of infrastructure, including roading and reserves, with the stormwater management systems.</i> <p><u><i>In the case of the Industrial Resource Area (Toko Plains) structure plan the identification of minimum floor levels at the time of subdivision for all industrial buildings located within Areas 1A, 4B and 4C, with the key aim to promote flood resilient construction techniques."</i></u></p>

Rule	Current Wording of Provision	Relief Sought
Section 3.9. NATURAL HAZARDS		
<p>RULE NHZ.3 ACTIVITIES WITHIN AREAS IDENTIFIED AS FLOOD PRONE</p> <p>3.1.1. AREA 1A: TOKOMAIRO RIVER FLOODPLAIN</p> <p>(b) <u>Other Buildings</u></p>	<p>All other buildings not provided for by Rule NHZ.3.1.1(a) above located within Area 1a shall be <u>restricted discretionary</u> activities.</p> <p>Council's discretion shall be restricted to the siting and design of the building to ensure that the existing overland passage of stormwater flows is not significantly obstructed, impeded or redirected.</p>	<p>Amend the rule to read as follows:</p> <p><i><u>"This rule does not apply to buildings located within Area 1A identified within the Industrial Resource Area (Toko Plains) structure plan and that have been constructed in accordance with minimum floor levels or alternative engineering design responses established at the time of subdivision".</u></i></p>
<p>RULE NHZ.3 ACTIVITIES WITHIN AREAS IDENTIFIED AS FLOOD PRONE</p> <p>3.1.1. AREA 1A: TOKOMAIRO RIVER FLOODPLAIN</p> <p>(c) <u>Standards for Other Activities</u></p>	<p>i. Any fence, shelterbelt, plantings or storage areas established within Area 1A shall be located and designed to ensure that the existing overland passage of floodwaters or stormwater flows is not obstructed, impeded or redirected.</p> <p>ii. No earthworks located within Area 1A shall modify the contour/gradient to a degree that would obstruct, impede, or redirect overland passage of floodwater or stormwater flows unless the earthworks are part of any public flood protection work designed to mitigate or reduce the effects of flowing on the Milton Township.</p>	<p>Amend the rule to read as follows:</p> <p><i><u>"i. Any fence, shelterbelt, plantings or storage areas established within Area 1A shall be located and designed to ensure that the existing overland passage of floodwaters or stormwater flows is not obstructed, impeded or redirected.</u></i></p> <p><i><u>ii. No earthworks located within Area 1A shall modify the contour/gradient to a degree that would obstruct, impede, or redirect overland passage of floodwater or stormwater flows unless the earthworks are part of any public flood protection work designed to mitigate or reduce the effects of flowing on the Milton Township.</u></i></p> <p><i><u>This rule does not apply to matters covered in i. and ii. Above where located within the Industrial Resource Area (Toko Plains) structure plan and where appropriate engineering design responses have been established at the time of subdivision".</u></i></p>
<p>RULE NHZ.3 ACTIVITIES WITHIN AREAS IDENTIFIED AS FLOOD PRONE</p> <p>3.1.6. AREA 4B AND 4C: TOKOMAIRO PLAIN: FLOODWAY CORRIDORS</p> <p>(c) <u>Other Buildings</u></p>	<p>All other buildings not provided by Rule NHZ.3.1.6(a) and (b) above, located within Area 4B and 4C shall be <u>restricted discretionary activities</u>.</p> <p>Council's discretion shall be restricted to the siting and design of the building to ensure that:</p> <ul style="list-style-type: none"> • Areas of excessive depth or velocity of flood water are avoided • The existing overland passage of stormwater flows is not significantly obstructed, impeded or redirected. 	<p>Amend the rule to read as follows:</p> <p><i><u>"This rule does not apply to buildings located within Area 4B and 4C identified within the Industrial Resource Area (Toko Plains) structure plan and that have been constructed in accordance with minimum floor levels or alternative engineering design responses established at the time of subdivision".</u></i></p>

Rule	Current Wording of Provision	Relief Sought
<p>RULE NHZ.3 ACTIVITIES WITHIN AREAS IDENTIFIED AS FLOOD PRONE</p> <p>3.1.6. AREA 4B AND 4C: TOKOAIRO PLAIN: FLOODWAY CORRIDORS</p> <p>(d) <u>Earthworks</u></p>	<p>All earthworks located within Area 4B and 4C shall be <u>restricted discretionary activities</u>.</p> <p>Council's discretion shall be restricted to matters that ensure the overland passage of floodwaters or stormwater flows are not obstructed, impeded, or redirected. This measure may include measures that mitigate such effects.</p> <p>Provided that this rule does not apply to earthworks that are part of any public flood protection work designed to mitigate or reduce the effects of flooding on the Milton Township.</p>	<p>Amend the rule to read as follows:</p> <p><i>"All earthworks located within Area 4B and 4C shall be <u>restricted discretionary activities</u>.</i></p> <p><i>Council's discretion shall be restricted to matters that ensure the overland passage of floodwaters or stormwater flows are not obstructed, impeded, or redirected. This measure may include measures that mitigate such effects.</i></p> <p><i>Provided that this rule does not apply to earthworks that are part of any public flood protection work designed to mitigate or reduce the effects of flooding on the Milton Township <u>or where appropriate mitigation responses have been provided for at the time of subdivision for lots contained within the Industrial Resource Area (Toko Plains) structure plan and earthworks are undertaken in accordance with these mitigation responses.</u>"</i></p>
Section 3.11. OTHER ENVIRONMENTAL ISSUES		
Section 3.14. INFRASTRUCTURE		
<p>RULE INF.2 TRANSPORTATION ROUTES</p> <p>1. ROADS</p> <p>(i) Encroachment beyond an Existing Road Reserve of Formed Road</p>	<p>The physical encroachment of a road due to upgrading, shape correction, or minor realignment works for the purpose of improving safety and efficiency of the road outside the existing road reserve boundary, is a <u>permitted activity</u> provided...</p>	<p>Amend the rule to read as follows:</p> <p><i>"The physical encroachment of a road due to upgrading, shape correction, or minor realignment works for the purpose of improving safety and efficiency of the road, <u>or realignment works to give effect to the structure plan for the Industrial Resource Area (Toko Plains) outside the existing road reserve boundary, is a permitted activity provided...</u>"</i></p>
<p>RULE INF.2 TRANSPORTATION ROUTES</p> <p>1. ROADS</p> <p>(ii) <u>New Roads</u></p>	<p>The construction of a new road, whether aligned with a legal road reserve or not, is a <u>discretionary activity</u> except where the road is to be formed as part of subdivision consent.</p>	<p>Amend the rule to read as follows:</p> <p><i>"The construction of a new road, whether aligned with a legal road reserve or not, is a <u>discretionary activity</u> except where the road is to be formed as part of subdivision consent, <u>or where the road is to be formed in general accordance with the structure plan for the Industrial Resource Area (Toko Plains) and has been approved by way of a subdivision consent.</u>"</i></p>

Rule	Current Wording of Provision	Relief Sought
RULE INF.2 TRANSPORTATION ROUTES 2. RAIL (ii) <u>Rail Development</u>	The development and operation of a new railway line where there is no existing designation is a <u>discretionary activity</u> .	Amend the rule to read as follows: <i>“The development and operation of a new railway line where there is no existing designation is a <u>discretionary activity</u>- <u>except where the railway line is to be formed in general accordance with the structure plan for the Industrial Resource Area (Toko Plains), in which case the railway line shall be assessed in accordance with Rule XX, as a controlled activity.</u>”</i>
RULE INF.3 AIRPORTS NEW RULE: (iii) <u>Commercial Airports, Landing Strips and Landing Pads</u>		Add New Rule: <i>“Airports, Landing Strips and Landing Pads providing for the transport of passengers, freight transport services or that act as a base for commercial operations (including commercial recreation operations) in the Industrial Resource Area (Toko Plains) are a controlled activity.”</i>
Section 4.4. INDUSTRIAL RESOURCE AREA		
RULE IND.4 PERFORMANCE STANDARDS 1. BULK AND LOCATION (c)	The maximum <u>height</u> for buildings and structures in the area shall be 12 metres <u>provided that</u> where the site adjoins an Urban, Transitional or Rural Settlement Resource Area, Rule URB 4 (2) shall apply. For the purpose of this rule, chimneys and stacks with a diameter of 2.5 metres or less are exempt from the height restriction; Fire Station hose drying towers up to a maximum height of 15 metres and maximum width of 1.5 metres; and radio and television aerials up to a maximum of 3.0 metres in height above the building to which it is attached, are exempt from the height restriction.	Amend the rule to read as follows: <i>“The maximum <u>height</u> for buildings and structures in the area shall be 12–metres <u>provided that</u> where the site adjoins an Urban, Transitional or Rural Settlement Resource Area, Rule URB 4 (2) shall apply. <u>In the case of the Industrial Resource Area (Toko Plains) maximum building heights shall be in accordance with the structure plan for this zone which provides for a maximum building height of 20 metres for Large Format Industrial and a maximum building height of 16 metres for Industrial Resource Area (Toko Plains).</u> For the purpose of this rule, chimneys and stacks with a diameter of 2.5 metres or less are exempt from the height restriction; Fire Station hose drying towers up to a maximum height of 15 metres and maximum width of 1.5 metres; and radio and television aerials up to a maximum of 3.0 metres in height above the building to which it is attached, are exempt from the height restriction.”</i>
RULE IND.4 PERFORMANCE STANDARDS	Earthworks not required for construction of a building for which a building consent has been issued that exceed the following:	Amend the rule to read as follows:

Rule	Current Wording of Provision	Relief Sought
7. EARTHWORKS	<p>(a) An excavation depth or fill height exceeding 3 metres, or</p> <p>(b) the removal or the depositing of material exceeding 250 m³, or</p> <p>(c) an area of earthworks exceeding 1000 m², or</p> <p>(d) involve the use of explosives</p> <p>are a <u>restricted discretionary activity</u>...</p> <p>This rule does not apply to earthworks associated with the construction of utility services and roads (including works within road reserves for footpaths, drainage systems etc.) authorised by this plan or appropriate resource consents...</p>	<p><i>"Earthworks not required for construction of a building for which a building consent has been issued that exceed the following:</i></p> <p><i>(a) An excavation depth or fill height exceeding 3 metres, or</i></p> <p><i>(b) the removal or the depositing of material exceeding 250 m³, or</i></p> <p><i>(c) an area of earthworks exceeding 1000 m², or</i></p> <p><i>(d) involve the use of explosives</i></p> <p><i><u>(e) In the case of the Industrial Resource Area (Toko Plains) the following earthworks thresholds apply:</u></i></p> <p><i><u>(i) An excavation depth or fill height exceeding 3 metres, or</u></i></p> <p><i><u>(ii) the removal or the depositing of material exceeding 5,000m³, or</u></i></p> <p><i><u>(iii) an area of earthworks exceeding 30,000 m²,</u></i></p> <p><i><u>(iv) Clauses (ii) to (iii) apply in any consecutive 12 month period.</u></i></p> <p><i>are a <u>restricted discretionary activity</u>...</i></p> <p><i>This rule does not apply to earthworks associated with the construction of utility services and roads (including works within road reserves for footpaths, drainage systems etc.) authorised by this plan or appropriate resource consents <u>or earthworks associated with subdivision activities within the Industrial Resource Area (Toko Plains) ..."</u></i></p>

Submission on Publicly Notified Proposal for Change to Plan
Clause 6 of Schedule 1, Resource Management Act 1991

To: CLUTHA DISTRICT COUNCIL

Name of Submitter: DAVID ROBERT CROWTHER
(full name)



This is a submission on the following proposed change to the Clutha District Plan:

- ~~Plan Change 39 - Balclutha Re-zoning~~
- ~~Plan Change 40 - Stirling Re-zoning~~
- Plan Change 41 - Milton Re-zoning
- [delete any you are not submitting on]

Would / could not* gain an advantage in trade competition through this submission.
(*Select one)

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.

*Delete entire paragraph if you could not gain an advantage in trade competition through this submission.
#Select one

The specific provisions of the proposal that my submission relates to are [give details]:

- ① NOISE POLLUTION CREATED BY HEAVY MACHINERY IN A 24HR OPERATION SCENARIO.
- ② LIGHT POLLUTION CREATED BY THE ABOVE SCENARIO.
- ③ HEAVY TRAFFIC MOVEMENTS / ROAD USER SAFETY.
- ④ INDUSTRIAL POLLUTION

My submission is:
[include -

- Whether you support or oppose the specific provisions or wish to have them amended; and
- Reasons for your views].

IN THE DEVELOPMENT OF NEW INDUSTRIAL ESTATES,
CLUTHA HAS THE OPPORTUNITY TO SET A BENCHMARK
IN THE CONTROL OF NOISE, LIGHT, INDUSTRIAL
POLLUTION AND HEAVY TRAFFIC MANAGEMENT

A WORLD LEADING ETHICAL AND ENVIRONMENTALLY SUSTAINABLE
INDUSTRIAL ESTATE COULD BE ACHIEVABLE, IF EARLY STRATEGISING WERE
TO TAKE PLACE RIGHT NOW AT THIS VERY EARLY STAGE OF LAND USE
CLASSIFICATION

I seek the following decision from the local authority:

[give precise details]

THAT A BUDGET WILL BE PROVIDED BY COUNCIL FOR THE DEVELOPMENT
OF AN ENVIRONMENTALLY LEADING INDUSTRIAL ESTATE.

A Mayor Pleasured to Forward Humbling Experiences!!

~~I wish~~ / do not wish to be heard in support of my submission. [select one]

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

[delete if you would not consider presenting a joint case]



Signature of submitter

(or person authorised to sign on behalf of submitter)

14/NOV/2017.

Date

(A signature is not required if you make your submission electronically)

Address for service of submitter:

Telephone: 027 4817071

Fax/email: MILBURNFENCES@GMAIL.COM

Contact person: [name and designation, if applicable]

DAVID CROWTHER

SUBMISSION ON THE PLAN CHANGE 41 TO THE CLUTHA DISTRICT PLAN

To: Clutha District Council
PO Box 25
BALCLUTHA 9240

Submitter: Department of Corrections
Private Box 1206
WELLINGTON 6140

Attention: Philippa Hurrell, Senior Advisor Environment
Phone: 04 460 3234
Email: rmalm@corrections.govt.nz

The Department of Corrections ("the Department") makes the submissions on Plan Change 41 to the Clutha District Council (the "plan change") in the **attached** document.

The Department confirms it could not gain an advantage in trade competition through this submission.

The Department would like to be heard in support of its submission. If other submitters make a similar submission, the department will consider presenting a joint case with them at a hearing.



Craig Plim, General Manager Property

For and on behalf of the Department of Corrections

Dated this 11th day of December 2017

Introduction

The Department of Corrections ("the Department") is responsible under the Corrections Act 2004 for enforcing sentences and orders of the criminal court and the New Zealand parole board. In meeting this responsibility, the Department establishes and operates custodial and non-custodial corrections facilities.

The Otago Corrections Facility is a secure custodial corrections facility, which opened in 2007. The facility currently has capacity for 575 low – medium security prisoners and employs around 160 staff. Areas of the site are also utilised for a range of ancillary activities, including a working dairy farm used for trade training and rehabilitation of prisoners prior to release.

Submission

Plan Change 41 to the Clutha District Plan proposes to rezone approximately 330ha of land northeast of Milton between State Highway 1 and the Main South railway line from Rural Resource Area to Industrial Resource Area. It incorporates rezoning of land on the northwest of State Highway 1 opposite land designated for the Otago Corrections Facility.

With any rezoning the critical issues from the Department's perspective are:

- a. Ensuring that the operation of the prison and ancillary activities will be unaffected from any activities that might be enabled by any rezoning.
- b. Any issues of reverse sensitivity from the establishment of sensitive activities do not arise (which might impact on the prisons ability to operate or expand, if required in the future).

In that regard, it is noted that the current Industrial Resource Area zone provisions are enabling of activities that may be potentially sensitive to the operation of a prison such as, retail and office activities. It is the Department's experience that such activities may have higher expectations of amenity and environmental quality, and perceive the existence of a prison as being detrimental to that amenity/quality, community wellbeing and health and safety. Furthermore, some industrial activities may also be potentially sensitive to the operation of a prison, where for example noxious air discharges, or storage of large quantities of hazardous substances are involved which may not be compatible with the habitable aspects of a prison activity. The Department has previously experienced such issues of industrial reverse sensitivity for corrections developments elsewhere in New Zealand.

The Department's preference is that other locations be considered for industrial rezoning, rather than the areas surrounding the prison. However, if sufficient demand for rezoning in this location can be demonstrated in line with the National Policy Statement for Development Capacity, the Department considers it important that appropriate plan provisions are applied to the rezoned areas. For example, incorporating robust objectives, policies and rules into the District Plan which appropriately direct the preparation of the future structure plan and its incorporation into the District Plan in a way which discourages activities which may be sensitive to the current operation or future expansion of the prison.

The modifications to the Plan Change that the Department considers necessary are set out in the detailed submissions points that follow in the attached table.

Submissions

Plan Change Provision	Submission	Decisions Sought (additions to Plan shown in <u>underlined italics</u>)
<p>Planning Maps</p>	<p>The Department opposes in part the proposed rezoning of land zoned as Rural Resource Area to Industrial Resource Area (Toko Plains).</p> <p>The Department considers that the rezoning has not had appropriate regard to the potential of development within the rezoned area to affect the operation of the Otago Corrections Facility, or the issues of reverse sensitivity that may arise from the establishment of sensitive activities, that might then impact on the prisons ability to operate or expand.</p> <p>It is therefore requested that the current Rural Resource Area zoning be retained or alternatively that changes be made to the provisions of the Plan Change as outlined in the Departments other submissions (below).</p>	<ol style="list-style-type: none"> 1. Retain the current Rural Resource Area zoning over that land proposed to be rezoned Industrial Resource Area (Toko Plains), or alternatively amend the provisions of the Plan Change as outlined in the Department's other submissions. 2. Make any consequential amendments as necessary to give effect to the relief above.
<p>Objective IND.3</p>	<p>The Department opposes the proposed wording of this objective.</p> <p>As worded the objective does not recognise the potential of development within the rezoned area to affect the operation of the Otago Regional Corrections Facility, or the issues of reverse sensitivity that may arise from the establishment of sensitive activities, that might then impact on the prisons ability to operate or expand.</p> <p>It is therefore requested that the objective be amended to recognise that development should not compromise surrounding land uses. This will provide the basis for the implementing policies, including the proposed requirement in Policy IND.5 that the structure plan establish the location of activities, including by taking into account their compatibility with neighbouring activities/Resource Areas.</p>	<ol style="list-style-type: none"> 1. Amend Objective IND.3 as follows: <i>That development within the Industrial Resource Area (Toko Plains) is efficient, co-ordinated and supported by adequate services; integrates with adjoining infrastructure; and does not compromise surrounding land uses. and the existing drainage systems.</i> 2. Make any consequential amendments as necessary to give effect to the relief above.

Plan Change Provision

Submission

Decisions Sought (additions to Plan shown in underlined italics)

Policy IND.5

The Department supports in part the proposed wording of the policy.

The policy appropriately recognises that the structure plan establishes the 'location' of activities, including by taking into account their compatibility with neighbouring activities/Resource Areas.

Future development within the Industrial Resource Area (Toko Plains) has the potential to affect the operation of the Otago Corrections Facility, or result in reverse sensitivity issues arising from the establishment of sensitive activities, that might then impact on the prisons ability to operate or expand. Such effects are however not necessarily due just to location factors, but also the nature of the activities that are establishing. It is therefore requested that the policy be amended to require the structure plan to establish the location 'character, scale, and intensity' of activities in the Structure Plan area.

The policy also appropriately recognises that the land use controls for the Industrial Resource Area may need to be amended to control activities within the structure plan area.

The scope of land use controls that may need to be amended should however not be limited to just to the performance standards in Rule IND.4. Changes may also be required to the activity status of activities, such as the list of discretionary activities in Rule IND.3 to ensure the compatibility of activities in the Industrial Resource Area with neighbouring activities/Resource Areas, including the Otago Corrections Facility. It is therefore requested that the policy also be amended to enable a full range of land use controls to be amended or included for activities within the structure plan area.

1. Amend Policy IND.5 as follows:

To use a *Structure Plan* for development within the Industrial Resource Area (Toko Plains) to establish:

- (a) *The location, character, scale, and intensity of activities taking into account*
 - *the effects they generate;*
 - *compatibility with neighbouring activities/ Resource Areas;*
 - *the location and efficiency of infrastructure, including transportation infrastructure;*
 - *the location and efficiency of the existing drainage systems within the Structure Plan area.*
- (b) *The provision of the primary roading structure within the Structure Plan area;*
- (c) *The staging of development, having regard to the efficient and co-ordinated provision of services including internal roading;*
- (d) *Safe and efficient connections with adjoining infrastructure, in particular the State Highway and the Main South Railway Line.*
- (e) *Appropriate areas of landscaping and open space;*
 - *to mitigate any adverse visual effects of industrial development;*
 - *to protect existing drainage systems within the Structure Plan area;*
 - *and to provide for an appropriate level of amenity within the Structure Plan area;*

(f) *Where land use controls ~~within Rule IND.4~~ may need to be amended or included for activities within the Structure Plan.*

Explanation.

The Industrial Resource Area (Toko Plains) comprises a large (approximately 330ha), tract of generally undeveloped rural land on the Tokomairiro Plain that stretches from Milburn in the north down to the outskirts of Milton in the South. The zone is bordered by the Main South railway line to the west and State Highway One to the east. To achieve co-ordinated and integrated development of this site, in a way which does not comprise surrounding land uses, a Structure Plan is considered

Plan Change Provision

Submission

Decisions Sought (additions to Plan shown in underlined italics)

		necessary.
<p>Rule IND.1 – General Section</p>	<p>The Department supports the proposed wording of the rule.</p> <p>The rule appropriately recognises that a structure plan be prepared and incorporated into the District Plan which includes activity zones detailing appropriate activities, and any land use controls needed. This will ensure the structure plan addresses the compatibility of activities in the Industrial Resource Area with neighbouring activities/Resource Areas, including the Otago Corrections Facility.</p>	<p>2. Make any consequential amendments as necessary to give effect to the relief above.</p> <p>1. Retain Rule IND.1 as notified.</p>
<p>Rule IND.2 – Permitted Activities</p>	<p>The Department opposes the proposed wording of the rule.</p> <p>Providing for any activity in the Industrial Resource Area (Toko Plains) that complies with the performance standards, as a permitted activity, pre-empts and undermines the intent of the Plan Change to first undertake a structure planning process, including detailing appropriate activities, and any land use controls needed.</p> <p>Allowing industrial development to occur as a permitted activity prior to the preparation and incorporation of the structure plan and related provisions into the District Plan, could lead to un-coordinated and unintegrated development, which may also compromise surrounding activities, including the Otago Corrections Facility.</p> <p>It is therefore requested that the changes to the rule be deleted.</p>	<p>1. Delete the changes to Rule IND.2 as follows:</p> <p><i>Any activity that conforms with the rules contained in Rule IND.4 Performance Standards (except as provided in Rule IND.3) and where the activity is located in the Industrial Resource Area (Toko Plains), the Structure Plan for that Resource Area, is a permitted activity.</i></p> <p><i>Reason</i></p> <p><i>The performance standards of Rule IND.4 are intended to avoid, minimise or mitigate adverse effects of any activity. Development of the Industrial Resource Area (Toko Plains) in general accordance with the Structure Plan will ensure:</i></p> <ul style="list-style-type: none"> • the efficient and integrated development of the land for industrial purposes; • the provision of a connected, safe, and efficient transportation network; • the ongoing efficiency of the existing drainage system within the area; • the provision of water, sewer and stormwater infrastructure on a coordinated basis; • the mitigation of any adverse effects visual effects of industrial development. <p>2. Make any consequential amendments as necessary to give effect to the relief above.</p>

Plan Change Provision

Submission

Decisions Sought (additions to Plan shown in underlined italics)

Rule IND.3 – Discretionary Activities

The Department opposes the proposed wording of the rule. As worded, the rule implies that any activity that is not in general accordance with the structure plan is a discretionary activity.

Providing for any activity in the Industrial Resource Area (Toko Plains) that does not comply with the structure plan as a discretionary activity, pre-empts and undermines the intent of the Plan Change to first undertake a structure planning process, including detailing appropriate activities, and any land use controls needed.

The focus of the rule should instead be on requiring any industrial activities proposed prior to the incorporation of a structure plan into the District Plan, to be a discretionary activity. That will ensure development does not occur prior to the structure plan which would lead to un-coordinated and unintegrated development, which may also compromise surrounding activities, including the Otago Corrections Facility.

It is therefore requested that the rule be amended to require any industrial or commercial development within the Industrial Resource Area (Toko Plains) that occurs prior to the preparation and incorporation of a structure plan into the District Plan, to be a discretionary activity.

1. Amend Rule IND.3 – Discretionary Activities, as follows:

The following activities are discretionary activities:

- (a) *Any activity that requires a license as an offensive trade within the meaning of the third schedule of the Health Act 1956*
- (b) *Residential activities except where ancillary to an industrial activity.*
- (c) *Commercial service activities.*
- (d) *Community support activities. For the purpose of this rule, "emergency service facilities as defined in Section 5 of this Plan are not considered community support activities.*
- (e) *Unless otherwise stated, non-compliance with any standard within Rule IND.4;*
- ~~(f) *Activities or development that is not in general accordance with the Structure Plan for the Industrial Resource Area (Toko Plains);*~~
- (g) *Any industrial or commercial development within the Industrial Resource Area (Toko Plains), that occurs prior to the preparation and incorporation of a Structure Plan into the District Plan under the First Schedule RMA process.*

2. Make any consequential amendments as necessary to give effect to the relief above.



Federated Farmers of New Zealand

Submission to Clutha District Council on 2017 Zoning Review

11 December 2017

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.ORG.NZ

Submission to Clutha District Council on the 2017 Zoning Review

To: Clutha District Council

Name of submitter: Federated Farmers of New Zealand

Contact person: David Cooper
Senior Policy Advisor
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Dunedin 9054

This is a submission to Clutha District Council on the 2017 Zoning Review.

Summary of Submissions

Introduction

Federated Farmers appreciates the opportunity to submit to supports Clutha's Zoning Review.

We have no position on where Council is proposing to rezone land to Urban, Transitional or Industrial Resource Areas, as we consider the impacts will provide both positive opportunities for many, including the broader District, while creating potential for some issues bordering the newly rezoned areas.

We support the submissions of individual farmers in relation to the areas proposed for rezoning.

Specific submissions

Federated Farmers generally supports Clutha District Council's zone based approach to District Planning.

However, we underline the continuing significant importance of primary production to the District, both in direct and indirect terms, and in relation to economic and other benefits.

We recognise the marginal benefits of development of rural land for alternative purposes, *where this is justified by demand for these land uses.*

However, it is also important that the provisions associated with land use in the rural areas recognise the need for primary production to be relatively unencumbered.

In particular, we ask that Council consider the potential reverse sensitivity issues likely to arise from the zoning review, and how these may impact primary production activities.

1.1 Introduction

- 1.2 Federated Farmers of New Zealand (Inc.) is a voluntary, primary sector organisation representing farming members and their families. Federated Farmers has a long history of representing the needs and interests of New Zealand farming communities, primary producers and agricultural exporters.
- 1.3 The Federation aims to add value to its members' farming businesses by ensuring that New Zealand provides an economic and social environment within which our members may operate their business in a fair, flexible and sustainable manner. Our members strongly support a regional planning approach that recognises landowners play a principle role as managers and users of the region's natural and physical resources.
- 1.4 The 2017 Zoning Review aims to propose areas of land in and around towns in the Clutha District that could be rezoned to Urban, Transitional or Industrial Resource Areas.
- 1.5 Federated Farmers has no position on where Council is proposing to rezone land to Urban, Transitional or Industrial Resource Areas. The proposed rezoning will impact some farmers in a positive sense, and others may be adversely impacted. We support the submissions of individual farmers in respect to the areas proposed.
- 1.6 Our purpose in submitting to this process is threefold:
1. To support Council's overall zoning approach;
 2. Ensuring appropriate recognition of the benefits of the Rural area, both economic and non-economic;
 3. Ensuring farmer concerns in respect to reverse sensitivity are sufficiently considered in future amendments to the District Plan.

Summary:

Federated Farmers appreciates the opportunity to submit to supports Clutha's Zoning Review.

We have no position on where Council is proposing to rezone land to Urban, Transitional or Industrial Resource Areas, as we consider the impacts will provide both positive opportunities for many, including the broader District, while creating potential for some issues bordering the newly rezoned areas.

We support the submissions of individual farmers in relation to the areas proposed for rezoning.

2.1 Specific submissions

- 2.2 Federated Farmers' views on zoning and development of rural land for alternative uses are informed by a broad range of factors. In many respects these factors require some balance.
- 2.3 The importance of primary production to the District - At the macro level, we are keen to ensure that the positive contribution of the rural areas of the District and primary production more generally are appropriately recognised through the District Plan. This includes recognition of

the issues that newly rezoned land may have on existing rural uses, particularly through potential reverse sensitivity. We are also keen to ensure that the positive contribution of primary production, beyond the direct economic impact of primary production activities, are also recognised.

- 2.4 As recognised in the 2015 Clutha District Economic Development Strategy, ¹ Primary Production *directly accounts for 44.4 percent of the District's GDP*. Because Clutha District is a predominantly rural district, primary production will also indirectly account for a significant yet unquantified proportion of the Manufacturing, Construction, Wholesale & Distribution, Retail Trade & Services and Business Services across the District.
- 2.5 While this reliance is co-dependent (ie, profitable farming will rely to a large extent on the proximity and availability of these services), this relationship is nonetheless important, and very significant. This economic contribution is enabled through the availability of land for primary production, and by ensuring primary production activities can take place in a reasonable regulatory environment.
- 2.6 It is also important for the District Plan to recognise the contribution farming and primary production makes to the District's valued landscapes and natural areas, in addition to the overall economic contribution. However, this contribution is again underpinned by the economic viability of the District's farming operations. This economic viability is underpinned in turn by the ability for landowners to make reasonable land use decisions which enable sustainable economic use of the land.
- 2.7 The costs of zoning for individual farmers – It should be recognised that zone based rules imposes some costs on landowners in the rural area. This occurs because, by defining areas that are appropriate for residential, industrial or commercial development, Council effectively defines areas where such development is not appropriate. This in turn creates opportunity costs for specific landowners.
- 2.8 Zoning for land use is an appropriate approach for Clutha District - However, from a broad view the zoning approach represents the most appropriate approach for Clutha District, coupled with reasonable flexibility around land use decisions in rural areas.
- 2.9 Inappropriate or fragmented non-rural development can impose significant economic infrastructure development and maintenance costs to the Council and ultimately the ratepayer. These costs may include both 'negative externalities', where the marginal costs imposed on the infrastructure network or infrastructure users by those connecting to the network are not sufficiently met by the new connection. These costs can also include 'opportunity costs' where inefficient development or use of public infrastructure networks result from suboptimal planning.
- 2.10 A zoning approach also ensures that costs and adverse impacts on primary production through potential reverse sensitivity issues can also be sufficiently addressed.

¹ Key Clutha District Industry Sectors by GDP 2013, page 4. Available at <http://www.cluthadc.govt.nz/publications/strategies/Documents/Economic%20Development%20Strategy%20-%20PDF%20of%20A91908.pdf>.

- 2.11 We agree with the overall zoning approach and the focus on developing specific rules for each zone, with specific provisions used within each zone to define what is or is not appropriate development for that zone. As a rule, we broadly agree with the overall purpose and the majority of objectives proposed for each zone.
- 2.12 The NPS on Urban Development Capacity - Federated Farmers recognises there is a need to ensure there is sufficient land for residential development, now and for the future, as a result of the NPS on Urban Development Capacity. We consider the proposed zoning review meets these requirements.
- 2.13 We also consider the report commissioned for the zoning review, "Clutha District Council assessment of proposed rezoning", undertaken by Rationale Ltd, underlines the marginal benefits of development of rural land for alternative purposes, *where this is justified by demand for these land uses*.
- 2.14 It is important that primary production activities in the rural areas remain relatively unencumbered - However, it is also important that Council recognise there is finite supply of land for primary production. It is important that the provisions associated with land use in the rural areas recognise the need for this land use to be relatively unencumbered. We ask that Council review the potential implications of the proposed re-zoning, particularly with an eye to ensuring any potential reverse sensitivity issues are addressed for primary production activities.

Summary:

Federated Farmers generally supports Clutha District Council's zone based approach to District Planning.

However, we underline the continuing significant importance of primary production to the District, both in direct and indirect terms, and in relation to economic and other benefits.

We recognise the marginal benefits of development of rural land for alternative purposes, *where this is justified by demand for these land uses*.

However, it is also important that the provisions associated with land use in the rural areas recognise the need for primary production to be relatively unencumbered.

In particular, we ask that Council consider the potential reverse sensitivity issues likely to arise from the zoning review, and how these may impact primary production activities.

email: planning@cluthadc.govt.nz

Submission on Publicly Notified Proposal for Change to Plan

Clause 6 of Schedule 1, Resource Management Act 1991

To: CLUTHA DISTRICT COUNCIL

Name of Submitter: Glenda Margaret Gray

This is a submission on the following proposed change to the Clutha District Plan:

Plan Change 41 – Milton Re-zoning

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

Submission by Glenda M. Gray, 16 Stewart Road, Milton 9220

Re: Milton Rezoning - Plan Change 41

I have a fundamental problem, and that is a prejudice against Urban Planners and policy makers, who write plans and policies and rules for Rural Areas, based entirely upon their narrow Urban perspective. In the process, all things rural are subjugated to all things urban.

A glaring example is the complete disregard for the **potential loss of productive farm land** regards Plan Change 41.

Soils are not a readily renewable resource. They take aeons to form. The soils around Milton are very valuable for agriculture and potentially dairying and horticulture. They are an incredible resource for food and fibre production for present and future generations. Resilient communities can readily feed, shelter and water themselves. Milton is rich in these natural resources.

To quote an American environmentalist in the 1920's: "The only real wealth of a community is that which it can obtain directly from the land."

However, although Milton is rich in these natural resources, you intend to allow this wealth to be needlessly squandered.

You wish to create a Transitional Zone to the east of Milton, where Urban development may spread out into Rural Farmland.

Your only concerns, include -

a) The potential loss of 'open space amenity'. What a wonderful urban construct – Open space amenity. The assumption being that if it looks well spread out, it must be Rural. No. Alternately, it can be a collection of very large sprawling Urban Sections, where their owners spend a good deal of time on ride on mowers trimming their 1-10acre or bigger sections. In short, extensive urban pollution within a rural environment.

Ask yourself this: How sustainable is lawn? Should productive farmland be allowed to be converted into lawn, that looks nice, but no one or any animals can eat it?

Yes, large expanses of lawn are great for land agents, Councils, experts acting for developers and Councils; because they tend to infer a better class of owner and thus attract a much higher monetary gain derived from all the businesses centred around issuing resource consents and subdivision / building / buying and selling / income from rates, etc.

In short, transitional areas are a boon for Councils. But, can also be a major waste of a valuable natural resource.

b) Other

- soil and water quality (pollution from sewage disposal)
- unsustainable development / extension of public utility services networks for water and sewage.

All of the above I totally agree with.

But while:

4.5.6. ANTICIPATED ENVIRONMENTAL RESULTS

1. A density of development that will avoid or mitigate contamination of groundwater.
2. No unsustainable extension of public services.

... there is no consideration for the potential loss of productive farmland and the subsequent accumulative effects: across time and future generations.

In terms of the Resource management Act, the underpinning paradigm: "The effects will be no more than minor" is fundamentally and totally flawed.

How so? Let me explain with an interactive exercise: Take the table top before you, and clear it of all obstacles. Set them aside on the floor. Now, consider the cleared table top as something like: "open space amenity". Pick up a pencil, this represents some development someone wants to do. When you place the pencil on top of the table, this development in the context of the whole open space amenity, is next to nothing, so is deemed minor, or less than minor, and is permitted. Place it on the table top. Now, pick up a rubber, and continue as before. The rubber represents some other development. Now compare it to what is already on the table. The top is already compromised by the development that has been allowed (ie the pencil) and in terms of the context of the whole, the effects are minor. So you permit this. Place the rubber on the table top too. Now continue placing other items on the table, one at a time, and each time, ask: will the effects be minor in the context of the whole? Of course, each time the answer is always yes, until there is virtually or no 'open space amenity' (visible table top) left. Follow my thinking?

It is beyond any logical comprehension why this Minor Effects Model has never been totally done away with and replaced with a more clear and concise descriptive model. I guess the simple answer is that there are far too many game players involved, including the Council, who wish to retain the status quo. Meanwhile, some people wonder why our natural resources are continuing to dwindle at an unprecedented rate?

Nonetheless, if you are hell bent on creating a transitional resource area, then please let it be with the following restrictions:

1. For sole residential use only (eg a large section to show off a very large house; or someone who just wants a very large vege / flower / orchard garden): **1 acre** sections should be allowed to be created, on the proviso that all of the land owners sewage can be treated and effectively contained within the confines of the section.
2. For rural lifestyle blocks, a min of **20 acres** should be imposed. So that these parcels of land can be financially viable, and not cost the land owner to maintain and operate. With an emphasis to maintain or improve the existing productive potential of the land. That is: they must be farmed as small farmlets, not merely be wastefully used in an unproductive manner save to create equity that can be traded.

Expanded Industrial Area

Again, as for the reasons above, I am vary wary of expanding this zone without careful thought for the potential loss of very productive land.

Plus the long term, accumulative effects on the air, soil, subsoil, sub and surface waters from heavy metal contaminants.

This zone is uphill from the township of Milton. Gravity will feed any contaminants (like polluted subsurface water) down towards the township, eventually turning up in the surface water there. What all possible adverse environmental / health effects for the quality of the air, land, water, and future generations of people living in the area?

As fresh water has become such a hot topic, I strongly think careful monitoring should be recommended, with measures imposed to avoid / remedy or mitigate the possible immediate and accumulated adverse environmental effects.

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

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

Signed: G M Gray. Date: 1 December 2017.

Address for service: 19 Charles Nairn Road, RD1, Te Anau.

Telephone: 03 249 8548.

Email: gbcontracting@kinect.co.nz



11 December 2017

Clutha District Council
PO Box 25
BALCLUTHA 9240

By email to: planning@cluthadc.govt.nz

**SUBMISSION ON PUBLICLY NOTIFIED PROPOSAL FOR PLAN, CHANGE OR
VARIATION (FORM 5)**

Plan Change 39: Balclutha; Plan Change 40: Stirling; Plan Change 41: Milton

NAME OF SUBMITTER:

KiwiRail Holdings Limited (KiwiRail)

ADDRESS FOR SERVICE:

Level 1
Wellington Railway Station
Bunny Street
PO Box 593
WELLINGTON 6140

Attention: Rebecca Beals

Ph: 04 498 3389

Email: Rebecca.Beals@kiwirail.co.nz

KiwiRail Submissions on Proposed District Plan Changes

KiwiRail Holdings Limited (KiwiRail) is the State Owned Enterprise responsible for the management and operation of the national railway network. This includes managing railway infrastructure and land, as well as rail freight and passenger services within New Zealand. KiwiRail Holdings Limited is also the Requiring Authority for land designated "Railway Purposes" (or similar) in District Plans throughout New Zealand.

The designated corridors of the Main South Line (MSL) and the Finegand Branch pass through the district and are all a key part of the KiwiRail network. The MSL is near the Plan Change areas that are the subject of this submission. KiwiRail seeks to protect its ability to operate, maintain and upgrade this line into the future.

To achieve this, KiwiRail encourages land uses near the railway corridor that do not compromise the short or long term ability to operate a safe and efficient rail network, both day and night. Where sensitive activities are proposed on land near the railway corridors, appropriate controls should be imposed to ensure their long term amenity. Associated with

that is the risk of objections and complaints leading to restraints on the operation, maintenance and enhancement of the rail corridor. Safety is a key concern for KiwiRail so ensuring sightlines and level crossings are protected is also paramount.

KiwiRail's submissions on the Proposed Plan Change are set out in the attached table. Insertions we wish to make are marked in **bold** and **underlined**, while recommended deletions are shown as ~~struck-out~~ text. All requested changes include any consequential changes to the Plan to accommodate the requested change in the stated, or alternate, location. The submissions relate to all aspects of the Proposed Plan Changes.

KiwiRail wishes to speak to our submission and will consider presenting a joint case at the hearing with other parties who have a similar submission. KiwiRail could not gain an advantage in trade competition through this submission.

KiwiRail are happy to discuss these submission points should Council have any queries.

Regards



Rebecca Beals
RMA Team Leader
KiwiRail

Submission Number	Proposed Amendment	Support/Oppose/Seek Amendment	Submission/Comments/Reasons	Relief Sought (as stated or similar to achieve the requested relief)
Plan Change 39: Balclutha Zoning				
Planning Maps				
1.		Support	<p>There are three areas shown on the map accompanying the Plan Change where the sites either adjoin or are in close proximity to the rail corridor.</p> <p>One of these is proposed to change to Industrial Resource Area and a second is proposed to change to Transitional Resource Area. These specific areas are on Planning Map 29 (Kakapuaka), Planning Map 5 (Balclutha East).</p> <p>The third site is identified in the Section 32 Report as having the designation extent amended to be only over Lot 3 DP 377704. KiwiRail support correction of the mapping, noting that this is adjacent to the designated rail corridor, not a secondary designation on top of the existing rail designation.</p> <p>The change in zoning to Industrial Resource Area is not proposed to change the provisions within the Zone Rules themselves under this Plan Change. The zoning change does not give rise to any rights in relation to crossing the rail corridor, nor does it seek to generate what are likely to be noise sensitive activities from locating adjacent to the corridor.</p>	Retain as notified.
Plan Change 40: Stirling Zoning				
Planning Maps				
2.		Support	KiwiRail have no opposition to the rezoning of the site in proximity to the rail network as Industrial Resource Area, as mapped on U47.	Retain as notified.
3.		Support	The creation of the Proposed Noise Control Boundary associated with the Stirling Dairy Manufacturing Site passes over the rail corridor in Stirling. Managing reverse sensitivity is supported by KiwiRail as this is also an issue that the rail network is subject to and seeks to protect itself from.	Retain as notified.
Section 3.13 – Noise				
4.	Rule NSE:1 Noise Measurement (f)	Support	KiwiRail support the updating of the reference to the latest NZ Standards documents in relation to the measurement and assessment of acoustics.	Retain as notified.
Section 4.1 – Rural Resource Area				
5.	Objective RRA.7 and Policy RRA.13	Support	KiwiRail support the specific recognition through the objective and policy of the issue of reverse sensitivity, and the Council's clear direction to ensure that noise sensitive activities are located and/or designed so to not be affected by existing activities.	Retain as notified.
Section 4.3.3 – Industrial Resource Area				
Planning Maps				
6.		Support	This is an issue for KiwiRail also as a network utility operator that has the potential to be subject to reverse sensitivity issues, and the wording of the provisions as notified provides support the consideration of such effects irrespective of the specific existing activity.	Retain as notified.
Section 4.3.3 – Industrial Resource Area				
7.	Objective IND.3	Support	As with Plan Change 39 and 40, there are areas of land adjacent to the rail corridor that are proposed to be rezoned as Industrial Resource Area, as mapped on maps H45B and H45D. These zone changes are not opposed.	Retain as notified.
Section 4.3.3 – Industrial Resource Area				
		Support	KiwiRail support that the objective proposed seeks to ensure that development of this area is co-ordinated and adequately serviced, however in particular the requirement to integrate with adjoining infrastructure and to	Retain as notified.

Submission Number	Proposed Amendment	Support/Oppose/Seek Amendment	Submission/Comments/Reasons	Relief Sought (as stated or similar to achieve the requested relief)
8.	Policy IND.5	Support	<p>not compromise existing drainage systems are important to KiwiRail.</p> <p>The site adjoins the rail and therefore KiwiRail seek to ensure that the opportunity for a siding to connect the industrial area with the rail corridor for the movement of freight is enabled. Further, ensuring drainage is adequately managed ensures that development of the site does not have the potential to result in the rail track being undermined or overtopped as a result of drainage issues, both leading to potentially unsafe situations.</p> <p>KiwiRail support that the development of this area is managed through a Structure Plan approach.</p> <p>The requirements at (d) of the Policy to include safe and efficient connections with adjoining infrastructure, and the specific mention of the Main South Line is supported by KiwiRail. KiwiRail support recognising the potential for a siding between the rail corridor and this Industrial Resource Area in the structure plan in the event that this is required once development of the site proceeds, seeking to ensure the effective and efficient movement of freight in and out of the area is facilitated.</p>	Retain as notified.
9.	Rule IND.5.2	Support	<p>KiwiRail support the Rule proposed and the specific requirement for any Structure Plan for the development of the site to include the provision of rail sidings and the need to manage rail crossings if considered necessary. Further, KiwiRail support the specific comment that consultation with and approval of KiwiRail will be required.</p> <p>For clarity, KiwiRail wish to note that while the requirement includes the need to manage rail crossings, no new at-grade level crossings are likely to be approved by KiwiRail, in the event the development seeks any be formed.</p>	Retain as notified.

Submission on Publicly Notified Proposal for Change to Plan
Clause 6 of Schedule 1, Resource Management Act 1991

To: CLUTHA DISTRICT COUNCIL

Name of Submitter: DAVID MALCOLM MCELREA
 (full name)

This is a submission on the following proposed change to the Clutha District Plan:

~~Plan Change 39 - Balclutha Re-zoning~~
~~Plan Change 40 - Stirling Re-zoning~~
 Plan Change 41 - Milton Re-zoning
 [delete any you are not submitting on]

~~I could / could not* gain an advantage in trade competition through this submission.~~
 (*Select one)

~~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.

*Delete entire paragraph if you could not gain an advantage in trade competition through this submission.
 #Select one

The specific provisions of the proposal that my submission relates to are [give details]:

I am opposed to the some of the Transitional
Resource Area between Springfield Rd +
Forsyth Rd re Milton East U38 plan.

My submission is:

[include -

- Whether you support or oppose the specific provisions or wish to have them amended; and
- Reasons for your views].

Overall I am in favour of the Reasoning in
Milton East Plan U38 but Consider it much
more viable as per 7.2.2 (The efficiency & effectiveness
to consider Milton Central Plan U37. Area bounded
Springfield Rd, Chaucer St + Tokoiti Rd a better
choice

This Area has better Cost Benefits i.e.,
Close to town centre, with all the associated
Council + Social Benefits.

i.e. A much cheaper option in the short term
i.e. this area should be earmarked for any initial
I seek the following decision from the local authority: Subdivision
[give precise details]

The area bounded by Springfield Rd, Chesser St
& Tokiri Rd/Villa Rd should be seen as having
the best potential of area for future
subdivision

I wish / do not wish to be heard in support of my submission. [select one]

If others make a similar submission, I will consider presenting a joint case with them at a hearing.
[delete if you would not consider presenting a joint case]



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

9.12.17

Date

(A signature is not required if you make your submission electronically)

Address for service of submitter: 15 Leleville Ave, Milton

Telephone: 034177256, 0274358841

Fax/email: malcolm.mcleanz@gmail.com

Contact person: [name and designation, if applicable]

Malcolm McLean

Owner

Submission on Publicly Notified Proposal for Change to Plan
Clause 6 of Schedule 1, Resource Management Act 1991

To: CLUTHA DISTRICT COUNCIL

Name of Submitter: EVAN JOHN MURDOCH
(full name)

This is a submission on the following proposed change to the Clutha District Plan:

~~Plan Change 39 - Balclutha Re-zoning~~
~~Plan Change 40 - Stirling Re-zoning~~
Plan Change 41 - Milton Re-zoning
[delete any you are not submitting on]

I could / could not* gain an advantage in trade competition through this submission.
(*Select one)

*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.

*Delete entire paragraph if you could not gain an advantage in trade competition through this submission.
#Select one

The specific provisions of the proposal that my submission relates to are [give details]:

THE TRANSITIONAL AREA NEXT TO MY PROPERTY AT 2 CHERRY LANE
MILTON BEING CHANGED FROM RURAL TO URBAN ZONED

My submission is:
[include -

- Whether you support or oppose the specific provisions or wish to have them amended; and
- Reasons for your views].

I OPPOSE THE CHANGE FROM RURAL TO URBAN ZONED AS IT WILL AFFECT
VIEW
MY CURRENT OF THE SURROUNDING FARMLAND AND SHADE MY PROPERTY. THE
LAND OUT FROM MYSELF IS PRIME FARMLAND. I FEEL THERE IS A NUMBER
OF EMPTY SECTIONS AND OLD BUILDINGS IN MILTON THAT COULD BE BUILT ON
OR PULLED DOWN FOR BUILDING PURPOSES. I FEEL THE LAND UP SPRINGFIELD

ROAD IS ALSO A FAR BETTER SPOT FOR RESIDENTIAL EXPANSION,
(I WOULD BE GREATLY EFFECTED BY A ZONING CHANGE.)

AS IT WOULD BE EASIER TO HOOK UP TO TO EXISTING SEWERAGE, WATER,
AND POWER ETC FROM THE SOUTHERN STREETS FACING NORTH. (DRYDEN, BURNS

I seek the following decision from the local authority:
[give precise details]

I SEEK THE CLUTHA DISTRICT COUNCIL TO NOT INCLUDE THE
PADDOCKS OUT FROM MY PROPERTY TO BE ZONED URBAN LAND

I wish / do not wish to be heard / in support of my submission. [select one]

If others make a similar submission, I will consider presenting a joint case with them at a hearing.
[delete if you would not consider presenting a joint case]

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

.....
Date
(A signature is not required if you make your submission electronically)

Address for service of submitter: 2 CHERRY LANE MILTON

Telephone: 03 4178472 0272262225

Fax/email: evan.murdoch@slingshot.co.nz

Contact person: [name and designation, if applicable]

EVAN MURDOCH

Comments on Clutha District Plan - Proposed Zoning Review: Balclutha, Milton and Stirling

To: Clutha District Council
Comments on: Clutha District Plan – Proposed Zoning Review: Balclutha, Milton and Stirling
On behalf of: **New Zealand Fire Service Commission (the NZFS Commission)**

The New Zealand Fire Service Commission (the NZFS Commission) is the governing body that controls the New Zealand Fire Service (NZFS) and the National Rural Fire Authority (NRFA). The Fire Service Act 1975 and the Forest and Rural Fires Act 1977 establish the governance, management and operational arrangements for these organisations. It is a matter of prime importance for the NZFS Commission to take an active and co-ordinating role in the promotion of fire safety in New Zealand, through reducing the incidence of fire and the attendant risk to life and property; and through seeking unity and completeness of fire safety law and practice (as set out in the Fire Service Act 1975, section 20). The role of the Fire Service has widened, and now plays a crucial role in providing responses to many types of non-fire emergencies, such as hazardous substances emergencies, motor vehicle accidents, medical emergencies, civil emergencies and response to incidents in extreme weather.

The NZFS Commission provides the following comments on the Clutha District Plan – Proposed Zoning Review: Balclutha, Milton and Stirling ('Zoning Review') document in the context of its responsibilities as set out above.

1.1 Zoning Review of Balclutha, Milton and Stirling

The NZFS Commission understands that the Zoning Review identifies Balclutha, Milton and Stirling as having opportunities for growth, specifically for future residential and industrial activities.

The NZFS Commission wishes to ensure that any industrial and residential development is adequately serviced in terms of water supply for firefighting and provision of access for fire appliances to a property (such as roading, gradient and access design). To effectively discharge its responsibilities under the Fire Service Act 1975, the NZFS is required to efficiently and effectively respond to fire and other emergencies. In order to achieve this, it requires access to a water supply which can provide the volumes and pressure necessary to sufficiently attend to a range of emergency situations. The most reliable form of firefighting water supply is provided via a fully reticulated water supply system. However, where this is not available there are alternative ways of supplying firefighting water that are still capable of meeting the operational firefighting requirements

of the NZFS. The design requirements for both water supply and access to this supply are contained within the New Zealand Standard *New Zealand Fire Service Firefighting Water Supplies Code of Practice* NZS PAS 4509:2008 (attached as Appendix A).

The NZFS seeks that any rezoning proposed through this Zoning Review, and the actions it directs, ensures that adequate firefighting water supply (and access to it), and access for fire appliances is provided.

Location of NZFS Facilities

Fire stations must be strategically located within and throughout communities to maximise their coverage and response times so that they can efficiently and effectively respond to emergency call outs in a timely way¹. There are currently fire stations situated throughout the Clutha District and therefore should rezoning occur additional fire stations may be required to ensure adequate coverage is maintained throughout the district. The NZFS seeks that this Rezoning Review, and the actions it directs, make provision for such an emergency service facility.

Summary

The NZFS Commission wishes to ensure that new developments provide for the access and manoeuvring of fire appliances; meets with the New Zealand Fire Service Firefighting Water Supplies Code of Practice and enables the development of new emergency service facilities. The NZFS is happy to assist and/or advise in any way possible as planning for the identified rezoning areas progress.

Address for service: c/- Beca Limited
PO Box 13960
Christchurch 8141

Attention: Alice Burnett

Phone: +64 3 550 0038

Email: alice.burnett@beca.com



(Signature of person authorised to sign on behalf of New Zealand Fire Service Commission)

Date: 24 February 2017

¹ Enabling the Commission to achieve its responsibilities under the FSA 1975



NZ TRANSPORT AGENCY
WAKA KOTAHI

RESOURCE MANAGEMENT ACT 1991

**Submission on Plan Change 41 - Milton re-zoning
Clutha District Council**

To: Clutha District Council
PO Box 25
BALCLUTHA 9240

Submitter: NZ Transport Agency
PO Box 5245
Moray Place
DUNEDIN 9058

This is a submission on the following proposed plan change:
Plan Change 41 - Milton re-zoning to the Clutha District Plan.

The NZ Transport Agency **Could Not** gain an advantage in trade competition through this submission.

The specific provisions of the proposal that this submission relates to are:
The Plan Change in its entirety.

The NZ Transport Agency's submission is:
The NZ Transport Agency (Transport Agency) supports the proposed Plan Change in principle as it:

- Ensures that Milton and Clutha District will have sufficient industrial land development capacity now and into the future;
- Requires a structure plan for the industrial land on the Tokomairiro Plain which will ensure integrated development of the site;
- Requires a structure plan which will contribute to the sustainable management of the land transport system;
- Formalises some existing zonings to reflect what some land is currently being used for;
- Will reduce the risk of development occurring in an ad hoc fashion which does not integrate land use and transport infrastructure.

Objective IND.3

Amend – The Transport Agency suggests Objective IND.3 should be amended to read:
That development within the Industrial Resource Area (Toko Plains) is efficient, coordinated and supported by adequate services; integrates with adjoining

infrastructure; and does not compromise the existing drainage systems and the safety and efficiency of the transport system.

The Transport Agency suggests it is important that the development is integrated with the adjoining infrastructure and that the safety and efficiency of the adjoining transport system is maintained. For this reason the Transport Agency suggests the scope of this objective should be broadened.

The Transport Agency requests Council amend Objective IND.3 as suggested above.

Policy IND.5

Support - The Transport Agency supports Policy IND.5 (a)-(f) as it requires the use of a Structure Plan for the development of the Industrial Resource Area on Toko Plains. This will ensure the land use development is integrated with the transport network and the safety and efficiency of the State highway is maintained.

The Transport Agency requests Council retain Policy IND.5(a)-(f) as proposed.

The Transport Agency notes that the Policy IND.5 Explanation contains a typographical error and suggests the following amendment:

The Industrial Resource Area (Toko Plains) ~~compromises~~ comprises a large (approximately 330ha).....

Rule IND.1

2. Toko Plains Structure Plan

Support - The Transport Agency supports this Rule as it will contribute to the sustainable management of the Transport system.

The Transport Agency requests Council retain Rule IND.1 as proposed.

Rule IND.2 Permitted Activities

Support - The Transport Agency supports the proposed amendment to Rule IND.2 which promotes development within the Industrial Resource Area (Toko Plains) to be in accordance with the Structure Plan. The Transport Agency suggests this will contribute to the sustainable management of the transport system.

The Transport Agency requests Council retain Rule IND.2 as proposed.

Rule IND.3 Discretionary Activities

Support - The Transport Agency supports the proposed amendment to Rule IND.3 which provides a Discretionary Activity status to those activities or development that are not in accordance with the Structure Plan for the Toko Plains Industrial Resource Area. This will ensure a resource consent will be required for any non-conforming activities whereby the effects can be appropriately assessed.

The Transport Agency requests Council retain Rule IND.3 as proposed.

General Comment

Given that the proposed Industrial Resource Area (Toko Plains) is immediately adjacent to SH1 there is potential for the activities to distract motorists and adversely affect the safety of the State highway. The Transport Agency therefore suggests there should be some consideration to landscaping/screening/planting to mitigate these effects. The Transport Agency notes that *Rule IND 4 Performance Standards - 6. Landscaping* of the operative Clutha District Plan requires such screening. The Transport Agency suggests that this should be amended to ensure that these mitigation measures do not cause shading on the state highway between 10am and 2pm on the shortest day of the year.

The reasons for this submission are:

The NZ Transport Agency's statutory objective is to carry out its functions in a way that contributes to an affordable, integrated, safe, responsive and sustainable land transport system. Some of these functions relevant in this case are:

- to promote an affordable, integrated, safe, responsive, and sustainable land transport system
- to manage the State highway system in accordance with the relevant legislation; and
- to assist, advise, and co-operate with approved organisations (such as regional councils and territorial authorities).

In submitting on this proposed Plan Change, the Transport Agency is pursuing these objectives and functions in relation to the land transport system, including the State highway system.

The NZ Transport Agency seeks the following decisions from the Council:

That the Council endorse proposed Plan Change 41 subject to the recommended amendments as outlined in this submission.

The NZ Transport Agency does wish to be heard in support of this submission.

Dated at Dunedin this 11th day of December 2017.



Tony MacColl

Principle Planning Advisor
Pursuant to a delegation from
the Chairman and the Board
of the NZ Transport Agency

Address for Service:

NZ Transport Agency
PO Box 5245
Moray Place
DUNEDIN 9058

Attention: Tony MacColl

Phone: (03) 951 3009

Facsimile: (03) 951 3013



NZ TRANSPORT AGENCY
WAKA KOTAHI

RESOURCE MANAGEMENT ACT 1991

Submission on Plan Change 41 - Milton re-zoning
Clutha District Council

To: Clutha District Council
PO Box 25
BALCLUTHA 9240

Submitter: NZ Transport Agency
PO Box 5245
Moray Place
DUNEDIN 9058

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- Requires a structure plan for the industrial land on the Tokomairiro Plain which will ensure integrated development of the site;
- Requires a structure plan which will contribute to the sustainable management of the land transport system;
- Formalises some existing zonings to reflect what some land is currently being used for;
- Will reduce the risk of development occurring in an ad hoc fashion which does not integrate land use and transport infrastructure.

Objective IND.3

Amend – The Transport Agency suggests Objective IND.3 should be amended to read:
That development within the Industrial Resource Area (Toko Plains) is efficient, coordinated and supported by adequate services; integrates with adjoining

infrastructure; and does not compromise the existing drainage systems and the safety and efficiency of the transport system.

The Transport Agency suggests it is important that the development is integrated with the adjoining infrastructure and that the safety and efficiency of the adjoining transport system is maintained. For this reason the Transport Agency suggests the scope of this objective should be broadened.

The Transport Agency requests Council amend Objective IND.3 as suggested above.

Policy IND.5

Support - The Transport Agency supports Policy IND.5 (a)-(f) as it requires the use of a Structure Plan for the development of the Industrial Resource Area on Toko Plains. This will ensure the land use development is integrated with the transport network and the safety and efficiency of the State highway is maintained.

The Transport Agency requests Council retain Policy IND.5(a)-(f) as proposed.

The Transport Agency notes that the Policy IND.5 Explanation contains a typographical error and suggests the following amendment:

The Industrial Resource Area (Toko Plains) ~~compromises~~ comprises a large (approximately 330ha)....

Rule IND.1

2. Toko Plains Structure Plan

Support - The Transport Agency supports this Rule as it will contribute to the sustainable management of the Transport system.

The Transport Agency requests Council retain Rule IND.1 as proposed.

Rule IND.2 Permitted Activities

Support - The Transport Agency supports the proposed amendment to Rule IND.2 which promotes development within the Industrial Resource Area (Toko Plains) to be in accordance with the Structure Plan. The Transport Agency suggests this will contribute to the sustainable management of the transport system.

The Transport Agency requests Council retain Rule IND.2 as proposed.

Rule IND.3 Discretionary Activities

Support - The Transport Agency supports the proposed amendment to Rule IND.3 which provides a Discretionary Activity status to those activities or development that are not in accordance with the Structure Plan for the Toko Plains Industrial Resource Area. This will ensure a resource consent will be required for any non-conforming activities whereby the effects can be appropriately assessed.

The Transport Agency requests Council retain Rule IND.3 as proposed.

General Comment

Given that the proposed Industrial Resource Area (Toko Plains) is immediately adjacent to SH1 there is potential for the activities to distract motorists and adversely affect the safety of the State highway. The Transport Agency therefore suggests there should be some consideration to landscaping/screening/planting to mitigate these effects. The Transport Agency notes that *Rule IND 4 Performance Standards – 6. Landscaping* of the operative Clutha District Plan requires such screening. The Transport Agency suggests that this should be amended to ensure that these mitigation measures do not cause shading on the state highway between 10am and 2pm on the shortest day of the year.

The reasons for this submission are:

The NZ Transport Agency's statutory objective is to carry out its functions in a way that contributes to an affordable, integrated, safe, responsive and sustainable land transport system. Some of these functions relevant in this case are:

- to promote an affordable, integrated, safe, responsive, and sustainable land transport system
- to manage the State highway system in accordance with the relevant legislation; and
- to assist, advise, and co-operate with approved organisations (such as regional councils and territorial authorities).

In submitting on this proposed Plan Change, the Transport Agency is pursuing these objectives and functions in relation to the land transport system, including the State highway system.

The NZ Transport Agency seeks the following decisions from the Council:

That the Council endorse proposed Plan Change 41 subject to the recommended amendments as outlined in this submission.

The NZ Transport Agency does wish to be heard in support of this submission.

Dated at Dunedin this 11th day of December 2017.


Tony MacColl
Principle Planning Advisor
Pursuant to a delegation from
the Chairman and the Board
of the NZ Transport Agency

Address for Service:

NZ Transport Agency
PO Box 5245
Moray Place
DUNEDIN 9058

Attention: Tony MacColl

Phone: (03) 951 3009
Facsimile: (03) 951 3013



Our Reference: A1072103

11 December 2017

Clutha District Council
PO Box 25
Balclutha 9240

Attention: David Campbell, Planning and Environment Manager

Dear David

Otago Regional Council (ORC) submission on Clutha District Council (CDC) Plan Changes 39-41 Balclutha, Stirling and Milton rezoning

ORC has reviewed the proposed plan change, and the accompanying section 32 reports which provide context for the proposed changes.

ORC has no comments to make in relation to the proposed rezoning at Stirling.

In making this submission, ORC makes the following requests in respect to the proposed changes:

Milton Rezoning:

Amendment to Proposed Objective IND.3

Add the following underlined text: "That development within the Industrial Resource Area (Toko Plains) is efficient, co-ordinated and supported by adequate services; integrates with adjoining infrastructure; and does not compromised the existing drainage systems, including overland flowpaths."

This is to make it clear that both the functions of manmade and natural drainage systems are to be protected.

Amendment to Proposed Policy IND.5 (e):

Add the following underlined text: "to protect existing drainage systems and overland flow paths within the Structure Plan area;"

Again, this is to clarify that provision is to be made not only for manmade drainage systems, but also the wider overland flow paths of the Tokomariro Plain.

Proposed amendment Rule IND.1 General Section:

'2. Toko Plains Structure Plan':

Bullet point 6: Add the following underlined text: "The management of stormwater and overland flow paths with in the Structure Plan area to ensure there is no increase in flood hazards"; and

This is to clarify that the purpose of the policy is to avoid increases in flood hazards and subsequent adverse effects.

Proposed amendment to Rule IND.2 Permitted activities:

Amend "Reasoning by adding to bullet point 3 "and overland flow paths" after "drainage system"

Again, this is to clarify that provision is to be made not only for manmade drainage systems, but also the wider overland flow paths of the Tokomariro Plain.

It would be of benefit to the community if the structure plan can reference that some activities within the structure plan may be controlled by:

- The ORC's Flood Protection Management Bylaw 2012, and
- ORC's Water, Waste and Air Plans

Balclutha Rezoning:

CDC must ensure that the proposed rezoning changes, particularly around the lower lying areas of Balclutha, continue to prevent the exacerbation of flood hazards.

ORC has a number of flood protection assets within or nearby to the proposed 'Industrial Resource Areas' off:

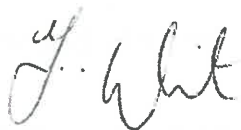
- Banego Road
- Owaka Highway

Activities that may affect these assets are controlled by the ORC's Flood Protection Management Bylaw 2012. Again, it would be of benefit to the community if CDC has the means to ensure users of the district plan are aware of this if looking to undertake activities in these areas.

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

ORC would not like to be heard in support of this submission.

Yours sincerely



Tanya Winter
Director Policy, Planning, and Resource Management

Submission on Publicly Notified Proposal for Change to Plan*Clause 6 of Schedule 1, Resource Management Act 1991*

To: CLUTHA DISTRICT COUNCIL

Name of Submitter: Pan Pac Forest Products (Otago) Limited

This is a submission on the following proposed change to the Clutha District Plan:

Plan Change 41 – Milton Re-zoning

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

The specific provisions of the proposal that my submission relates to are:

First and foremost, our principal submission is that a Structure Plan should be implemented as part of the current Plan Change 41 process. The proposal for a subsequent Plan Change process, to introduce a Structure Plan, following implementation of Plan Change 41, would seem to be an inefficient method to achieve the desired ultimate outcome when both processes can be relatively easily combined into a single rezoning action.

We understand that our desire to have a Structure Plan implemented with Plan Change 41 is consistent with the submission made by Calder Stewart Ltd (CSL). We further understand that CSL has included a proposed Structure Plan with their submission, and that this proposed Structure Plan incorporates provisions that are intended to apply to the land owned by Pan Pac Forest Products (Otago) Limited (Pan Pac). We are generally satisfied with the proposed Structure Plan produced by CSL, however we anticipate that several elements of this Structure Plan will require further detailed discussion between the two submitters. It is likely that such discussions will be undertaken prior to the date for supply of further submissions, and that details of these discussions will be included as part of a further submission by Pan Pac.

In more general sense, Pan Pac wishes to advise its support of the proposed rezoning of the land owned by Pan Pac to Industrial Resource Area (Toko Plains). Pan Pac is presently undertaking expert evaluation of the proposed performance standards for the Industrial Resource Area (Toko Plains) zone, such as maximum building height, and wishes to register an interim neutral position in respect of these provisions. Pan Pac intends to conclude these evaluations, and may choose to adjust this neutral position in respect of one or more of the relevant provisions, at the time that a further submission is supplied.

Lastly, Pan Pac is opposed to the implementation of any new District Plan provisions which might transfer potential public infrastructure costs onto private owners. Pan Pac considers that the installation of public infrastructure, including water supply, foul sewage drainage and stormwater drainage facilities, in support of the new industrial

zone to be the responsibility of Clutha District Council. Costs related to these installations will be recovered over time through the rates charges applied to new industrial land use activities.

My submission is:

Firstly, as noted above, we submit that a practical and pragmatic approach to the Plan Change 41 process is to include the implementation of a Structure Plan at the time of rezoning rather than leaving this to be subject to a subsequent and separate rezoning process. We therefore request that Clutha District Council elect to integrate the Structure Plan implementation process into the current Plan Change 41 process. We are satisfied that the proposed Structure Plan as contained in the submission by CSL is a good starting point for development of a suitable Structure Plan. It is anticipated that detailed consideration of the CSL proposed Structure Plan can be appropriately undertaken by way of the upcoming further submission process. As an introduction to several of the concepts that Pan Pac is likely to advance as part of the further submission process (but not limiting the scope of the further submission in any way) are the comments below, made in reference to various elements as described by the CSL proposed Structure Plan.

Landscape buffer

The proposed landscape buffer between the Pan Pac property and the State Highway is shown to have a width of 10m, consistent with the existing consent under RMA/LUC/2147/A. Pan Pac is satisfied that this proposed 10m landscape buffer width, at this location, is appropriate.

Maximum Height

The CSL proposed Structure Plan describes a maximum height of 16m across the Pan Pac land. It also describes a maximum height of 20m across other parts of the Structure Plan region. Pan Pac is of the opinion that the Pan Pac land is capable of supporting a maximum height of 20m and is presently seeking expert evaluation in support of this (this information is expected to be supplied with the further submission by Pan Pac).

Access from the State Highway

Pan Pac is supportive of the access points described by the CSL proposed Structure Plan, however notes that there is an additional existing access point from the State Highway into the Pan Pac land that is not recognised on the proposed Structure Plan. Pan Pac is of the opinion that this unrecognised existing access point should be incorporated into the Structure Plan.

Proposed Private Airstrip

The CSL proposed Structure Plan includes a private airstrip located parallel to the State Highway and approximately 1km from the Pan Pac land. Pan Pac has some concern over the use of this airstrip, and the potential risk of aircraft passing at low altitudes across the Pan Pac land. Further discussion between CSL and Pan Pac is anticipated in respect of this element of the proposed Structure Plan prior to further submissions being supplied.

I seek the following decision from the local authority:

We request that Clutha District Council rezone the Pan Pac land to Industrial Resource Area (Toko Plains) as proposed. We further request that Clutha District Council make the adjustments to the performance standards provisions that might be included in the further submission by Pan Pac.

We request that Clutha District Council elect to integrate the Structure Plan implementation process into the current Plan Change 41 process.

We request that Clutha District Council adopt the proposed Structure Plan presented by CSL for the purposes of consultation with affected parties, including Pan Pac, ahead of the supply of further submissions.

We request that Clutha District Council consider the further submissions and ultimately implement a suitable Structure Plan into the District Plan as part of Plan Change 41.

We request that Clutha District Council confirm that there will be no requirement for private landowners to fund the installation of the public infrastructure necessary to support permitted activities within the new Industrial Resource Area (Toko Plains) zone.

I wish ~~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 person authorised to sign on behalf of submitter)

11 December 2017

.....
Date

Address for service of submitter: Paterson Pitts Group
Telephone: 03 477-3245
Email: kurt.bowen@ppgroup.co.nz
Contact person: Kurt Bowen, Partner

Submission on Publicly Notified Proposal for Change to Plan
Clause 6 of Schedule 1, Resource Management Act 1991

To: CLUTHA DISTRICT COUNCIL

Name of Submitter: Mark & Penny Thomas

(full name)

This is a submission on the following proposed change to the Clutha District Plan:

[Redacted]
[Redacted]
Plan Change 41 – Milton Re-zoning
[delete any you are not submitting on]

I [Redacted] / could not* gain an advantage in trade competition through this submission.
(*Select one)

I am / [Redacted] 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.

*Delete entire paragraph if you could not gain an advantage in trade competition through this submission.
#Select one

The specific provisions of the proposal that my submission relates to are [give details]:

Zonal Changes and the affect they may have on residents, stock and vegetation in or nearby the areas of change.

[Redacted area for specific provisions details]

My submission is:

[include –

- Whether you support or oppose the specific provisions or wish to have them amended; and
- Reasons for your views].

We would support IF provision was made to ensure that all new commercial & residential properties were required to have tarsealed roads, drives and parking lots. That any gravel areas have sufficient dust suppression & loose gravel and mud be removed from all roads in the areas. It appears that currently no such controls are in place in the nearby roads to the Milton zone change areas. eg: Forestry roading SH1 (Union St North) frequently has dust storms that cover the entire Helensbrook block. The dust filling homes, sheds, garages, cars & covering vegetation.

This block also constantly has loose gravel/mud all over the roads. Slippery & a definite Hazard to all users.

This dust hazard could & should be included included in LIM's supplied and purchased from Council.

I seek the following decision from the local authority:
[give precise details]

We would ask that the following be considered in all decisions made by council during zone change planning...

Health & safety of all proprietors/residents/stock/vegetation take priority in or nearby proposed zone change areas.

Strategies are put in place to ensure all new residential/commercial developers tarseal all public roadways & that any gravel areas

have sufficient dust supression. Gravel & mud to be removed from all public roadways in & nearby the zone change areas.

Developers & council have a flood plan/sufficient drainage in place to ensure there is no run-off from newly developed properties

both commercial & residential to the existng properties nearby & that no existing properties are adversley affected in any way.

/ do not wish to be heard in support of my submission. *(select one)*

If others make a similar submission, I will consider presenting a joint case with them at a hearing.
[delete if you would not consider presenting a joint case]

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

09/11/2017

.....
Date
(A signature is not required if you make your submission electronically)

Address for service of submitter:

Telephone: 021 307 288

Fax/email: mark4penny@xtra.co.nz

Contact person: *[name and designation, if applicable]*