

Report No:	REP11-07-02
File No:	L304
Date:	14 July 2011
Decision Required	

REPORT SUMMARY

Report to: Environment & Planning Committee
Meeting Date: 14 July 2011
Report Author: Rose Biss, Policy Planner
Subject: **Draft Plan Change Motueka West and Central Consultation**

CONFIDENTIAL

EXECUTIVE SUMMARY

The report advises the Council on responses from the consultation recently undertaken on the draft plan change to rezone the Motueka west area for urban purposes and change the zoning in part of the central Motueka area. It also includes recommendations for possible alterations to the draft plan change to address matters raised in the consultation.

RECOMMENDATION/S

That the draft plan change is modified in respect to residential, compact density residential and industrial boundaries, position of indicative roads, street tree and deferment process provisions.

DRAFT RESOLUTION

THAT the Environment & Planning Committee receives Report REP11-07-02 and instructs alterations to the draft plan change Motueka West and Central:

1. the Hau Road to Courtney Street indicative road link is deleted
2. the proposed heavy industrial zone is moved westwards to Queen Victoria Street.
3. the compact density residential area is extended north (Option 1 Appendix 3) and on the northern section of Wilkinson Street (west side - Option 3 Appendix 3)
4. the residential/ industrial boundary on King Edward Street is moved north to the proposed greenway except for the block nearest to the Motueka Aerodrome which is to remain proposed light industrial (part option 3 Appendix 2).
5. there is provision for tree planting in streets in the compact density residential area west of Grey Street
6. deferrals for the three urban zones are to be staged in a roll-out sequence defined by both services availability and proportion of uptake of serviced land in each previous stage.

Report No:	REP11-07-02
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Report Date:	1 July 2011
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Report to: Environment & Planning Committee

Meeting Date: 14 July 2011

Report Author: Rose Biss, Policy Planner

Subject: **Draft Plan Change Motueka West and Central Consultation**

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1. Purpose

- 1.1 The purpose of the report is to update the Council on the consultation recently undertaken on the draft Motueka West and Central Plan Change and advise on any alterations that should be made prior to public notification of a plan change.

2. Background

- 2.1 The Council approved the release of the draft Motueka West and Central Plan Change for consultation after considering report REP11-03-04 at its meeting on 10 March 2011. Two mailouts to landowners advising of the draft plan change have been sent - to those within the draft change area and those on the outer fringe of the area. A public meeting and consultation clinic were held in Motueka on 28 April 2011. Staff also attended a further meeting organised by a King Edward Street resident on 26 May 2011.

The draft plan change was presented to the Tiakina Board meeting on 26 May. The draft plan change map is attachment 1.

3. Consultation Feedback

- 3.1 There were 50 responses and a petition from 64 residents (mainly from King Edward Street) received. Many of these petitioners had submitted individual responses which raised similar matters to those in the petition. A summary of the responses is attached (attachment 2) and a full set of the responses is available to councillors on request. The majority of individual responses (60 per cent) were from King Edward Street residents who oppose the proposed rezoning of the north side of King Edward Street from Residential to Light Industrial.

3.2 The main issues raised in responses to the consultation are:

- The extent of industrial zoning (particularly on the north side of King Edward Street)
- The location and amount of heavy industrial zoning
- Motueka aerodrome and management of neighbouring activities
- Rooding pattern in development area
- Location, extent and management of residential and residential compact density development
- Adequacy of open space provision
- Clarification of deferment provisions
- Loss of productive land
- Relocation of Mixed Business Zone

4. Discussion of industrial issues

- 4.1 The extent of industrial zoning on the north side of King Edward Street (proposed rezoning of residential to light industrial) is opposed by many residents on both sides of that street. Wakatu Incorporation supports the change of zoning to Light Industrial and also seeks that the future road and swale are located together. However the residents have a range of concerns about the industrial zoning including negative effects on property value and amenity, possible increase in rates, increased traffic, noise and air pollution, as well as loss of affordable housing. There is concern that King Edward Street as the main entrance into the town from the west should have appropriate visual amenity. It is agreed that some poorly maintained existing industrial uses in King Edward Street do detract from the amenity of the street. While new industry will not necessarily detract from amenities there is likely to be more traffic and noise from such uses and loss of residential character.
- 4.2 Wakatu Incorporation proposes that the Light Industrial Zone is extended north into 6.8ha of Rural 1 zoned land bounded by Green Lane, Queen Victoria Street and Whakarewa Street. In the TRMP most of this land is affected by the glide slope restriction at the northeast end of the runway (see Appendix 1). There is a sliding scale of height restrictions with only very low structures and vegetation permitted on the approach to the runway (based on Civil Aviation Authority Guidelines). The CAA Guidelines are to ensure safe operation of aerodromes without obstacles such as buildings in the approach paths. There are likely to be more buildings if the land is zoned industrial rather than Rural 1. No alteration to the draft plan change is recommended.
- 4.3 The Motueka Community Board suggests that the Heavy Industrial Zone should be relocated along the Queen Victoria Street frontage of the change area.

The maximum height limit in the Heavy Industrial Zone is 20 metres which would exceed the Motueka aerodrome special lower height limits which apply in the northern part of this alternative location suggested by the Board. Provided the aerodrome height limit is not infringed the heavy industrial zone could be moved further west towards Queen Victoria Street. The proposed zone is approx 4 hectares - ten percent of the available new industrial area (Wakatu seeks 8.5%).

- 4.4 One response wants more research on industrial locations. Alternative sites for industry suggested are further west/northwest of the aerodrome or between Hau Road and King Edward Street or south towards Wildman Road. A number of alternative sites have been investigated previously.

5. Discussion of roading issues

- 5.1 The Motueka Community Board has asked for the main curving access road from Grey to King Edward Street to be straightened and similarly for the road south of Wakatu Place. The Transportation Manager comments that straightening the road would have an adverse impact in that heavy traffic would have to go past more houses to access the plan change area. Also the curvilinear route may reduce speed.

The Board also would like the Talbot Street /Manoy Street indicative road formed as soon as possible. At present this is a recommendation for the medium term in the Motueka Transport Study (March 2010).

- 5.2 Wakatu would support provision for a slip road on Queen Victoria Street giving access to adjoining land if Queen Victoria Street is chosen as a bypass. It seems unlikely that a decision on a future bypass route will be made prior to the current plan change being notified. The Transportation Manager's view is that as Queen Victoria Street is a possible option a building line restriction would be the best way to facilitate the future need for widening.
- 5.3 A resident of Courtney Street opposes the proposed indicative road from Courtney Street to Hau Road on the grounds that it will direct industrial traffic through a residential street rather than on to arterial roads. The Transportation Manager agrees this is a valid concern and recommends the route is removed.

6. Discussion of Residential Issues

6.1 Several responses have queried whether there is adequate residential land for the future (especially in the Green Lane to King Edward Street block). Some suggest extending residential north to the proposed greenway (Appendix 2 Option 3). Others have commented on where more intensive residential development could be provided. The Community Board has asked that the compact density residential zone west of Grey Street be doubled in size and extended north towards Pah Street so that it surrounds the proposed open space zone. Then the enlarged zone would have potential for approx 100 households. The land is under the flight path but approx 750m from the end of the aerodrome runway. (Appendix 3).

- 6.2 Some residents in Wilkinson Street and the Community Board support the western side of Wilkinson Street remaining zoned residential rather than commercial as proposed in the plan change. Some respondents suggest that a higher density residential zone here may be appropriate given the proximity to good amenities such as Decks Reserve. The Board expresses concern that more residential land may be required for the next 50 years than is provided. Recent work done on the settlement strategy indicates demand for 463 residential lots at Motueka in the next 20 years.

There is adequate land proposed to be zoned residential to meet this demand as there is 40 hectares included in the draft plan change in addition to land that is already provided within the existing urban area.

- 6.3 The Wakatu response emphasises that it sees the real driver for smaller residential sites with smaller dwellings at Motueka West is affordability (for young couples, retirees etc). It opposes subdivision and land use consents having to be lodged concurrently. It also opposes having Motueka West grouped with Richmond West development area rules in the TRMP - because of all the site specific exceptions which refer to streets or legal titles in Richmond. It states that Richmond West and Motueka West are different and should be kept separate. The Community Board supports using the Richmond West rules and the Design Guide. Staff are proposing to simplify the appearance of the TRMP so it is easier to read for all users. Heavy black boxing of text is to be removed. However it is not recommended to write a separate set of provisions for Motueka West.

7. Adequacy of Open Space and Related Provisions

- 7.1 The Community Board seeks an increase in the area of open space - recreation in the draft plan change. The Community Services reserves planner advises that the 3.6 hectares shown as indicative reserves excludes the open space and recreation values provided by both the greenway and the stormwater detention areas. With the walkway/recreation component of the greenway included, the area of proposed reserve exceeds the desired level of 4 hectares per 1,000 head of population. The reserves are also located so that all future dwellings are within 500 metres of a reserve. It is unclear why the Community Board wishes to delete the indicative walkway linking Grey Street across to the community facilities in Talbot Street and the town centre. No change to the indicative walkway is recommended.
- 7.2 One respondent has asked the Council to landbank future open space in the lowlying area zoned Rural 1 north of Goodman Park and east of Thorp Bush. As this area is some distance from the area of the draft plan change on the other side of High Street no change is recommended. However the idea may have merit.
- 7.3 A further suggestion is to have more street trees provided in Motueka. Wakatu Incorporation has indicated a willingness to provide street trees particularly in the compact density residential area west of Grey Street. It could be written in to the plan change that the new access road from Grey Street has street trees.

8. Clarification of Deferment Provisions

8.1 Wakatu Incorporation has sought clarification of when and how the deferments of zoning in the draft plan change will be lifted. The uplifting of deferments is addressed generally in Chapter 17.14 of the TRMP. When services are provided by the Council or can be provided to the Council's satisfaction, the Council will pass a resolution that the deferment is uplifted and advise affected landowners. Water supply is expected to be provided in the period 2011 -2015 (LTP reference). The stormwater greenway and retention area is expected to be provided by the developer. Council's timetable for the Motueka services programme is included in the Long Term Plan. There is a need to stage the sequence of uplifted deferrals (serviced land roll-out) generally from the southeast towards the northwest of the area. It is proposed to have a sequence of stages following advice on the landowners aspirations and advice from the Utilities Asset Manager. This sequence will require:

- All relevant services
- A proportion of the prior stage of the particular zone, taken up by subdivision and development before the next stage is uplifted.

This is a similar form of roll-out that is intended to apply in the Richmond West Development Area.

9. Loss of Productive Land

9.1 A horticulturist who has a 25 hectare perpetual lease block of productive land within the plan change area recommends that development should occur in eastern Motueka rather than on the most productive soils. While there are two areas of approved subdivisions not yet built on in eastern Motueka the area is not favoured for further long term development of the town because of its lowlying nature and possible exposure to sea level rise effects. Others oppose the loss of prime land with good water supply.

9.2 Another response expresses concern that loss of productive land could affect the demand for industry. While the township does have a strong horticultural service function it also supports other sectors such as fishing, tourism and forestry.

10. Location of Mixed Business Zone

10.1 The location of the Mixed Business Zone has been queried by one respondent who suggests a preferable location for the MBZ would be where the Tourist Services Zone now is. The reason given is that if the site is closer to the present commercial zone then it would better complement it. The location of the MBZ in the draft plan change is close to the existing Light Industrial Zone in King Edward Street and provides some buffering to the new residential zone from industrial activities.

11. Aerodrome and other issues

11.1 The Motueka Aero Club has suggested that the Council prepares a noise map under NZS 6805 to resolve airport/ residential noise issues. The Environmental Health Coordinator has queried whether it would be cost effective to complete a noise contour map and how the Council would fund such work. The Club would like to restrict new housing inside the noise contour lines so the aerodrome could plan for its growth more securely. It would also like the height protection fans (see Appendix 1) shown on the district planning maps. With regard to the latter the map is included in the text part of the TRMP but could be added to the maps so it is more visible.

11.2 NZ Fire Service supports water reticulation in the change area and has sought assurance that reticulated water supplies will be installed to meet the NZ Fire Service Firefighting Water Supplies Code of Practice.

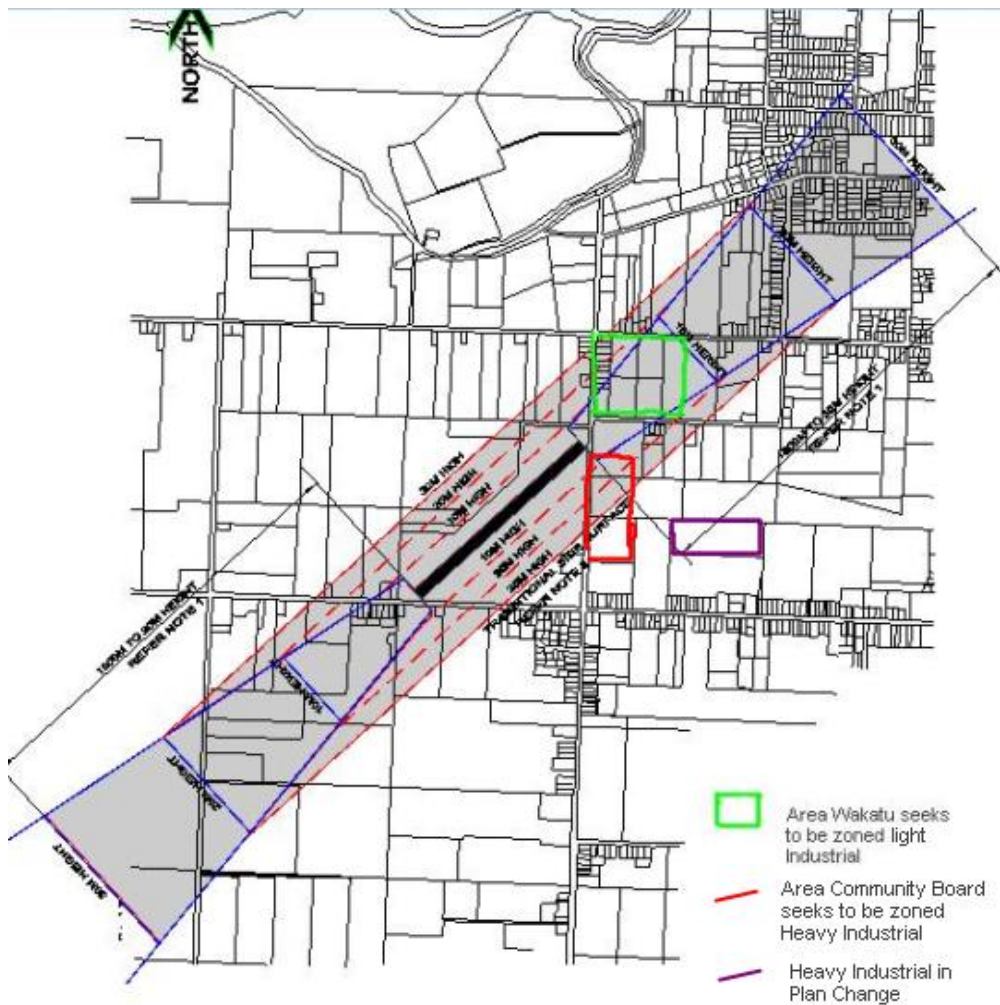
11. Draft Resolution

THAT the Environment & Planning Committee receives the draft Motueka West and Central Plan Change consultation report REP11-07-02 and instructs:

1. the Hau Road to Courtney Street link is deleted
2. the proposed heavy industrial zone is moved westwards to Queen Victoria Street.
3. the compact density residential area is extended north (Option 1 Appendix 3) and on the northern section of Wilkinson Street (west side - Option 3 Appendix 3)
4. there is provision for tree planting in streets in the compact density residential area west of Grey Street
5. the residential/ industrial boundary on King Edward Street is moved north to the proposed greenway except for the block nearest to the Motueka Aerodrome which is to remain proposed light industrial (part option 3 Appendix 2).
6. deferrals for the three urban zones are to be staged in a roll-out sequence defined by both services availability and proportion of uptake of serviced land in each previous stage.

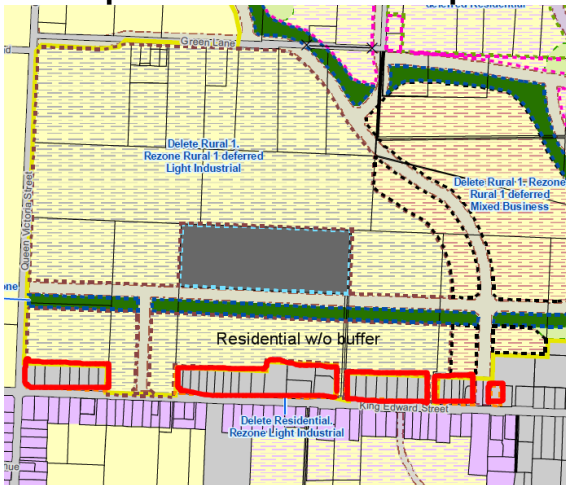
Rose Biss
Policy Planner

Area where Motueka Aerodrome Height Control provisions apply



Options for Light Ind/Residential boundary near King Edward Street

Option 1 - retain status quo residential



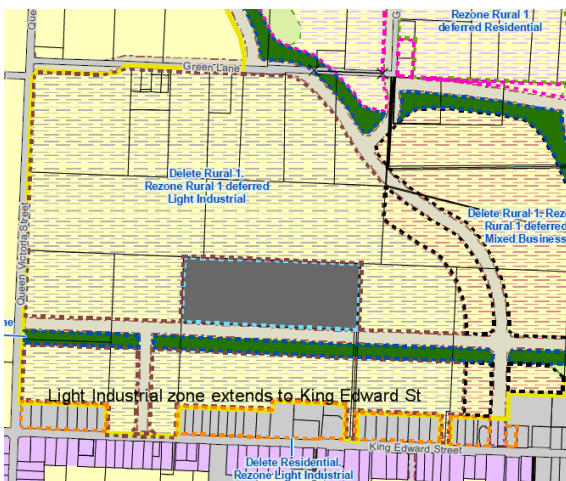
Benefits

- Existing dwellings continue
- Western town entrance is residential

Costs

- Reduction in future industrial sites
- Industrial cross boundary effects

Option 2 - extend Light Industrial to King Edward Street



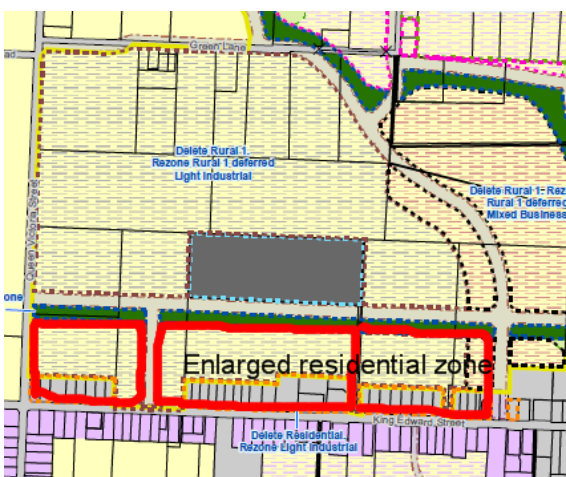
Benefits

- Expansion of future industrial sites

Costs

- Loss of amenity for existing dwellings
- Loss of more affordable housing

Option 3 - extend the residential zone north to greenway



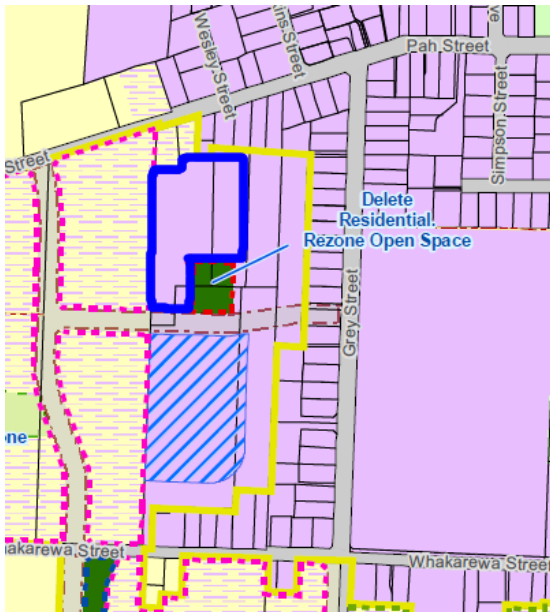
Benefits

- Additional residential sites

Costs

- Reverse sensitivity issues for aerodrome from more residential development (west end)
- Reduction in future industrial sites

Option 1 extend Compact Density north (blue outline)



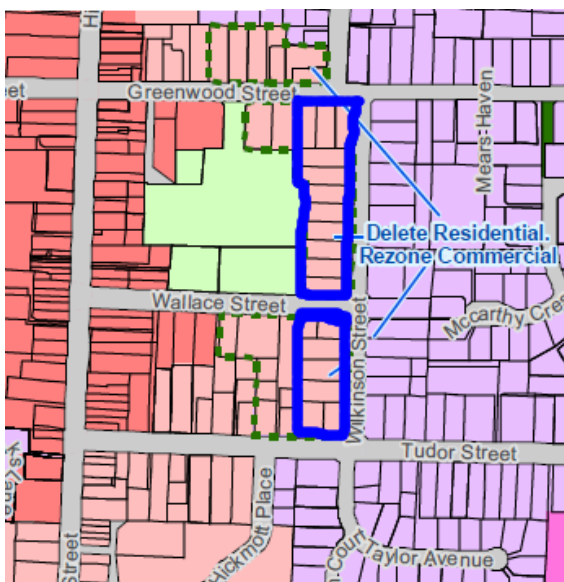
Benefits

- Additional residential sites close to schools and town centre

Costs

- Temporary stormwater measures needed in rural zone until area to the south of Whakarewa Street develops

Option 2 - retain status quo residential (blue outline)



Benefits

- Retains residential sites close to amenities

Costs

- Reduction in possible future commercial sites

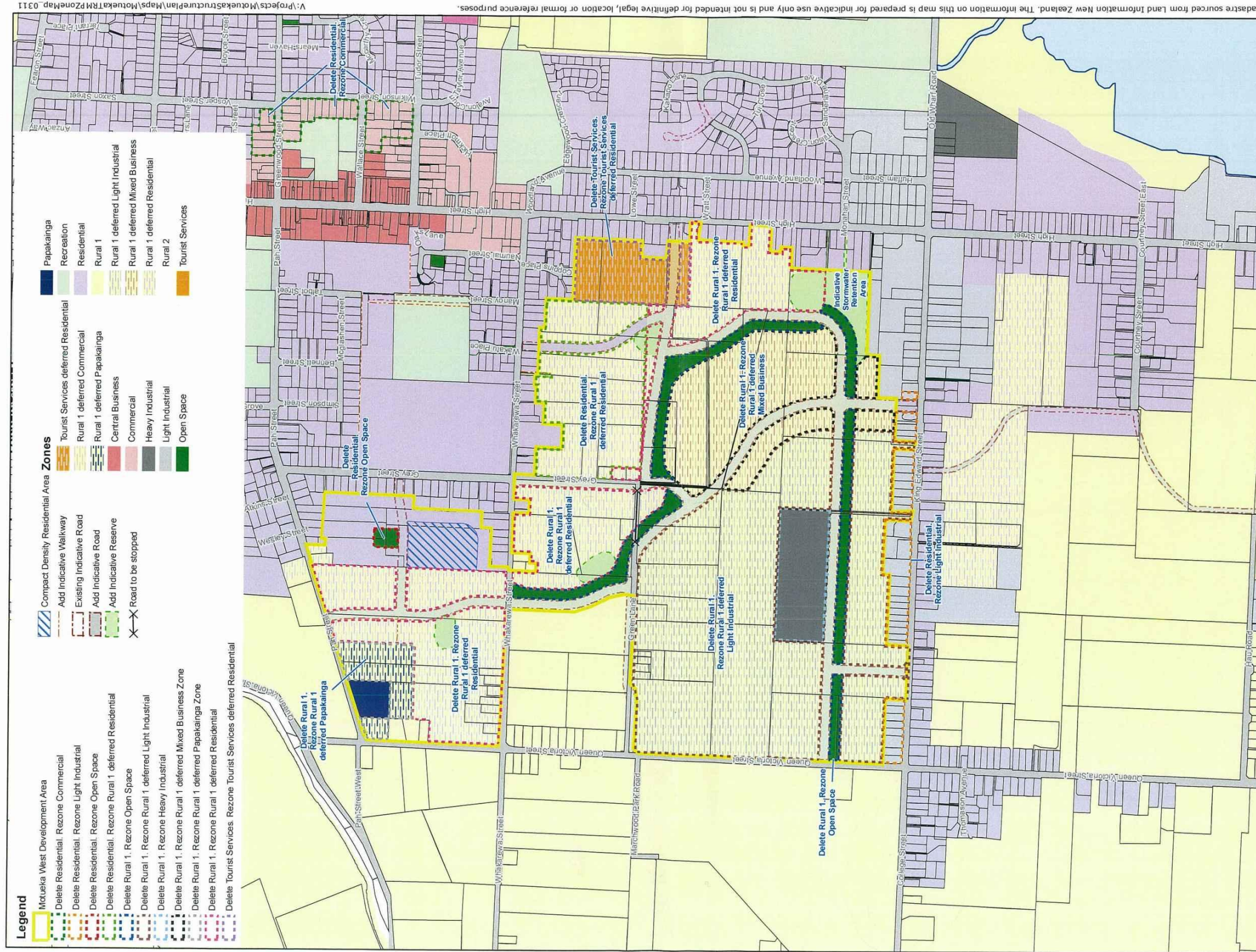
Option 3 - rezone part to compact density residential (part blue outline)

Benefits

- Retains small residential sites close to amenities

Costs

- Reduction in possible future commercial sites



Motueka West and Central Zone Map
Draft Plan Change

Scale: 1:8,000
To scale at A3 only

0 250 500 m

March 2011

No	Name	Summary of Responses
1	Woodcock, Arthur 121 King Edward Street	<p>Opposes the proposal to zone north side of King Edward Street industrial because of</p> <ul style="list-style-type: none"> • Danger to children from traffic • Possible devaluation of property and payment for community water • Increased noise and air pollution <p>Support for additional row of houses on north side of King Edward Street and open space moved south as a buffer <i>or</i> Designate the industrial zoning further west</p>
2	Crudge , Robert 1 Avalon Court	<p>Supports the new Motueka Structure Plan Supports changing Tudor , Greenwood and Wilkinson Streets to commercial</p>
3	Motueka Community Board	<p>Retain residential zone</p> <ul style="list-style-type: none"> • on north side of King Edward Street with open space and new road as buffer • on west side of Wilkinson Street • on north side of Motueka South school <p>Relocate heavy industrial zone so parallel to Queen Victoria Street Supports new industrial zoning except along King Edward Street Supports compact density residential zone but increase in size Realign new road between Grey street and King Edward Street north- south and new road intersection at Green Lane east so not offset Supports formation of the road link between Manoy and Talbot Streets as soon as possible Supports extending commercial zone in Greenwood, Wallace and Tudor Streets <i>or</i> deferred open space adjoining Decks Reserve Delete walkway from Grey Street to Manoy Street Queries whether adequate land is zoned residential Supports use of Urban Design Guide and Richmond West rules Seeks more open space in the Motueka West and Central strategy plan</p>
4	Gamble, Doreen 74A King Edward Street	<p>Opposes the proposal to zone north side of King Edward Street industrial because of</p> <ul style="list-style-type: none"> • Increased traffic • Possible devaluation of property and increase in rates • Increased noise and air pollution • Loss of street and individual property amenity

		<ul style="list-style-type: none"> Increased pressure on services
5	Hart, Anna 139 King Edward Street	<p>Opposes the proposal to zone north side of King Edward Street industrial because of</p> <ul style="list-style-type: none"> Increased traffic and noise Possible devaluation of property Reduced safety for cycling Loss of street and individual property amenity <p>Retain a wider strip of Residential zoning on north side of King Edward Street Extend Hau Road to King Edward Street to provide space for business</p>
6	Wood, Gregory 134 King Edward Street	<p>Opposes the proposal to zone north side of King Edward Street industrial because of</p> <ul style="list-style-type: none"> Possible devaluation of property <p>Seeks separation of Industrial from residential area</p>
7	Frater, T & S 130 King Edward Street	<p>Opposes the proposal to zone north side of King Edward Street light and heavy industrial because of</p> <ul style="list-style-type: none"> Loss of prime horticultural land with good water supply and drainage Possible devaluation of property, higher rates and future large buildings nearby Increase in noise and traffic Dwellings on King Edward Street are part of Motueka South School catchment Need for separate industrial areas that have good access for heavy vehicles away from residential areas eg between Hau and Wildmans Roads or Queen Victoria , Whakarewa St, Poole St area Green Lane to King Edward St area may be required as future residential area Need to upgrade two major intersections on King Edward Street <p>Withdraw plan and do more research on industrial locations</p>
8	Smith , David 83 King Edward Street	<p>Opposes the proposal to zone north side of King Edward Street industrial because of</p> <ul style="list-style-type: none"> Possible devaluation of property and loss of rear yard amenity Increased noise <p>Seeks separation of industrial from residential area with a green strip and service lane</p>
9	Savile, Ross & Sue 136 King Edward Street	<p>Retain residential zoning on north side of King Edward Street because it is an</p> <ul style="list-style-type: none"> Area of affordable housing <p>Provide a green buffer behind King Edward Street dwellings to</p> <ul style="list-style-type: none"> Protect residents from noise and visual effects Manage stormwater

10	Trewavas, L, D & I 87 King Edward Street	<p>Opposes the proposal to zone north side of King Edward Street industrial and</p> <ul style="list-style-type: none"> • Supports extending residential north to proposed greenway • Moving heavy industry further north towards Green Lane • Creating a new industrial area north of Hau Road
11	Trewavas, Adrian 138 King Edward Street	<p>Opposes the proposal to zone north side of King Edward Street industrial because of</p> <ul style="list-style-type: none"> • Increased traffic, including heavy traffic • Possible devaluation of property and increase in rates • Increased noise and air pollution • Loss of street and individual property amenity • Increased pressure on services • Insufficient green belt – minimum 100m width from residential properties with large trees for screening
12	Maru, Brent 86 Wildman Road	<p>Supports securement of future green space by</p> <ul style="list-style-type: none"> • Landbanking Rural 1 zone land between Thorp Bush, Goodman Park and Thorp Street for future recreational needs and a cycleway (current route along Goodman Drain unsuitable for walking and cycling)
13	Haliwell, Jean 38A Teece Drive	<p>Opposes rezoning 46 King Edward Street to Industrial because of</p> <ul style="list-style-type: none"> • Possible devaluation of property • Major impact on environment and people's health • Other sites such as Hau Rd could be used
14	Rowling, B& C 40 King Edward Street	<p>Queries whether the proposal will cause rates to rise</p>
15	Ahearn, Debbie 74 King Edward Street	<p>Opposes the proposal to zone north side of King Edward Street industrial because of</p> <ul style="list-style-type: none"> • Increased traffic • Possible devaluation of property and increase in rates • Increased noise and air pollution • Loss of street and individual property amenity • Increased pressure on services <p>Dissatisfied with Plan notification</p>

16	<p>Ahearn, Lawrence 74 King Edward Street</p>	<p>Opposes the proposal to zone north side of King Edward Street industrial because of</p> <ul style="list-style-type: none"> • Increased traffic flow • Possible devaluation of property and increase in rates • Increased noise and air pollution • Loss of street and individual property amenity • Increased pressure on services <p>Dissatisfied with Plan notification</p>
17	<p>Wakatu Incorporation</p>	<p>Provide for medium density (400-500m²) and higher density residential (270-400m²) zones which allow for</p> <ul style="list-style-type: none"> • Separate subdivision and land use consent processes <p>Provide specific rules for Motueka West separate to Richmond West</p> <p>Rezone 6.8 ha at northeast end of Motueka Aerodrome runway from Rural to light Industrial</p> <p>Support for rezoning residential properties along King Edward Street to Light Industrial and retaining future road and stormwater swale together</p> <p>Increase proportion of heavy industrial land to 8.5% of new industrial land</p> <p>Widen Queen Victoria Street to allow a slip road if Queen Victoria Street is selected as a Bypass</p> <p>Clarify when and how deferments of zoning will be lifted</p>
18	<p>Tawhai Samuel 64 King Edward Street</p>	<p>Opposes the proposal to zone north side of King Edward Street industrial because of</p> <ul style="list-style-type: none"> • Possible devaluation of property and increase in rates • Leasehold properties will become rental properties • Possible devaluation of property and increase in rates • Increased noise • Increased pressure on services • Adverse effect on children biking to school <p>Supports existing horticultural use to reduce stormwater runoff</p> <p>Develop town on foothills where land not as fertile and less prone to rising water levels</p>
19	<p>Aldworth, Ryan 46A King Edward Street</p>	<p>Opposes the proposal to zone north side of King Edward Street industrial because of</p> <ul style="list-style-type: none"> • Increased traffic flow • Possible devaluation of property and increase in rates • Increased noise and air pollution • Loss of street and individual property amenity • Increased pressure on services

20	Crapper, Thomas & Teresa Follows 105 King Edward Street	Concerns about air and water pollution on Concrete and Metals site
21	Mytton, Travis 102 King Edward Street	Opposes the rezoning because it will <ul style="list-style-type: none"> • Devalue the submitters property • Increase traffic and noise in the neighbourhood
22	NZ Fire Service Commission C/O Box 3942 Wellington	Ensure any reticulated water supply installed meets SNZ 4509:2008 Firefighting Water Supplies Code of Practice and non reticulated supplies also comply with the Code
23	Williamson, Ian 4 Wilkie Street	Clarify how the development proposals for Motueka will be financed Identify a western Bypass route on either Queen Victoria Street or Chamberlain Street Add standardised stone entranceway signs at Queen Victoria St /aerodrome intersection and at High Street North/Staples Street
24	Spencer, Kim 66 King Edward Street	Opposes the proposal to zone north side of King Edward Street industrial because of <ul style="list-style-type: none"> • Increased traffic flow • Possible devaluation of property and increase in rates • Increased noise and air pollution • Loss of street and individual property amenity • Increased pressure on services
25	Keller, Lori & Steve Lichtwark 94 King Edward Street	Opposes the rezoning because it will <ul style="list-style-type: none"> • Devalue the submitters property and increases rates • Reduce submitter's rural outlook, sunlight and privacy
26	Goodall, Gavin 45 King Edward Street	Opposes the rezoning because it will <ul style="list-style-type: none"> • Devalue the submitters property • Increase traffic and noise in the neighbourhood
27	Devereux, Jennifer 33 Green Lane	Seeks more residential zoning from Whakarewa Street to King Edward Street Relocate industrial area south of King Edward Street to Wildmans Road
28	Kroon, John 133 King Edward Street	Opposes the rezoning because it will <ul style="list-style-type: none"> • Devalue the submitters property and increase rates • Increase traffic and noise in the neighbourhood • Increase pollution

		<ul style="list-style-type: none"> • Increase pressure on services • Cause loss of ambience
29	Breach, Gloria 77 King Edward Street	<p>Opposes the rezoning because it will</p> <ul style="list-style-type: none"> • Increase rates • Increase noise
30	Monopoli, Frances 140 King Edward Street	<p>Opposes the rezoning because it will</p> <ul style="list-style-type: none"> • Increase traffic • Increase noise • Cause pollution of the ground which households use
31	Adamson, Elaine 115 King Edward Street	<p>Opposes the proposal to zone north side of King Edward Street industrial because of</p> <ul style="list-style-type: none"> • Devaluation of submitter's property • Increase traffic noise <p>Seeks less traffic on King Edward Street</p>
32	Barrett, Pam 109 King Edward Street	<p>Opposes the proposal to zone north side of King Edward Street industrial because of</p> <ul style="list-style-type: none"> • Narrowness of King Edward Street for parking and heavy traffic
33	Binns, Sharon 48 King Edward Street	<p>Opposes the rezoning of King Edward Street properties because it will</p> <ul style="list-style-type: none"> • Devalue the submitters property • Increase traffic , dust and noise • Increase pollution • Cause loss of sunlight and privacy • Increase industrial type buildings in neighbourhood <p>Concerns re unfenced greenway channel near house</p>
34	Wood, Stephanie 60 King Edward Street	<p>Opposes the industrial rezoning of King Edward Street properties because it will</p> <ul style="list-style-type: none"> • Devalue the submitter's property <p>Remove poor quality industry existing on north side of King Edward St now</p> <p>Buffer residential from any new industry between Whakarewa St and King Edward Street</p>
35	Brouwer, Sjors 104D Old Wharf Road	<p>Supports more high density housing with well designed open space</p> <ul style="list-style-type: none"> • Access to essential services • Separate Walkways and cycleways <p>Compensate for any loss of value if properties are rezoned</p>

36	Bell, Gabrielle & Peter Garlick 91 Trewavas Street	<p>Supports rezoning of land at Motueka West to urban use to avoid adhoc development elsewhere – but keep King Edward Street residential both sides and use greenway and new road as buffer</p> <p>Supports the additional roading connections at Motueka West – Green Lane to High Street connection very important</p> <p>Preserve Queen Victoria Street as future bypass route</p> <p>Add more trees to Motueka streets - including rezoned area</p> <p>Retain trees on High Street</p> <p>Supports Decks Reserve as a village green with high density activity addressing the reserve rather than backsides of converted houses – do not expand car parking in Decks Reserve - active faces for connections back to High Street</p>
37	Motueka Aero Club Box 103 Motueka	<p>Suggests Council prepare a noise map under NZS 6805 to resolve airport /residential noise issues and include in Plan – would restrict new housing inside the contour lines and allow the airport to plan for growth</p> <p>Concerns about reverse sensitivity from residents living under flight path</p> <p>Show the height protection fans for all the runway approaches on the district planning maps</p>
38	Heywood Orchards Ltd Dehra Doon Road RD 3 Motueka	<p>Opposes the loss of most highly productive land on Motueka Plains for urban purposes – highly productive land is a scarce resource</p> <p>Concerned that plan change will increase land value and increase rates – Submitter leases significant part of plan change area (25%) and will have limited ability to recover improved capital value</p> <p>Suggests that development should occur in eastern Motueka as plan change not in best interest of region</p> <p>Concerns re lack of Council contact</p>
39	Goodman, Sir Patrick Box 58 Motueka	<p>Retain Wilkinson Street from Tudor Street to Greenwood Street as Residential / High density residential because</p> <ul style="list-style-type: none"> • Demand for commercial land along Wilkinson Street is most unlikely with Mixed Business Zone/ on line shopping • Wilkinson Street has strong amenity value and proximity to facilities (library, hall, medical centre etc)
40	Goodman, Peter Box 58 Motueka	<p>Retain Wilkinson Street from Tudor Street to Greenwood Street as Residential / High density residential because</p> <ul style="list-style-type: none"> • Demand for commercial land along Wilkinson Street is most unlikely with Mixed Business

		<p>Zone/ on line shopping</p> <ul style="list-style-type: none"> Wilkinson Street has strong amenity value and proximity to facilities (library, hall, medical centre etc)
41	Mister , Ben 50 King Edward Street	<p>Rezoning northern side of King Edward Street is a logical option because of its location and already high traffic flow however</p> <p>Concerns re effects on property values (if they decrease) and rates (if they increase)</p>
42	Butler, Jeremy 32A Courtney Street	<p>Opposes indicative road linking Hau Road to Courtney St because</p> <ul style="list-style-type: none"> Directs industrial traffic from Hau Road through residential neighbourhood rather than on arterial roads Will cause fragmentation of rural 1 land and open it up to subdivision
43	De Vries , Martin and Michelle 53 King Edward Street	<p>Concerns about reduced property valuations and lack of consultation</p> <p>Opposes rezoning of residential land to industrial when more residential required</p> <p>Seeks an appealing entrance to Motueka along King Edward St</p> <p>Supports an open space buffer behind existing residential properties on north side of King Edward Street</p> <p>Proposed heavy industrial zone should be in centre of light industrial zone</p> <p>Compact residential housing should not be in flight path of aerodrome</p>
44	Walter, Phillipa 11 King Edward Street	<p>Opposes the rezoning because it will</p> <ul style="list-style-type: none"> Increase traffic Increase vehicle noise and road dust Cause loss of ambience to King Edward Street residents <p>Seeks more reserves and green belts between new and existing development</p>
45	Lionello, Sandro 110 Trewavas Street	<p>Seeks well separated residential, commercial and industrial area</p> <ul style="list-style-type: none"> Residential area to be sunny, quiet, safe, clean with plenty of trees and flowers City centre with food, facilities, entertainment and shops and public transport , parks and gardens Industrial area to be well separated , non polluting and served by public transport
46	Totis, Laura 110 Trewavas Street	<p>Seeks changes to remove the noisy industrial area at southern entrance to Motueka</p> <ul style="list-style-type: none"> Should be a protected reserve <p>Queries why new subdivisions are needed – given that population doesn't appear to be growing</p> <p>Suggests industry is too close to residential zones in Motueka West</p> <p>Reduce rates in Motueka</p>

		Ensure stormwater channels and retention area don't increase humidity and encourage mosquitoes
47	Wyatt, Louise 85 Grey Street	Support the alignment Green Lane extension in the draft plan change do it does not encroach on submitter's property at 85 Grey Street Satisfied with the plan in its current format
48	Fraser, Tony 96 King Edward Street	Concerns that rezoning could affect the submitter's property value and rates Seeks clarification of rights of residential property owner in an industrial zone
49	John Pah Street	Seeks recognition of rural land at PahSt /Queen Victoria St as a special feature of Motueka Add shopping area opposite Motueka High School through to Queen Victoria Street
50	Residents of King Edward Street petition	Oppose changes to the residential zoning of the north side of King Edward Street because it will possibly <ul style="list-style-type: none"> • Devalue residential properties in all of King Edward Street • Increase rates for all of King Edward Street • Increase noise and pollution levels • Increase in light and heavy traffic • Add industrial units as neighbours • Reduce the visual amenity of King Edward Street as western entrance to Motueka
51	Ogilvie, David 7 Goodman Drive	Concerns re loss of substantial, productive, quality rural land and notes industry supports the rural sector Suggests two stage industrial growth - <ul style="list-style-type: none"> • Consider area north of Courtney Street to link with Old Wharf Road and High St South (stage 1) • Consider long term industrial area in block College Street, Queen Victoria Street, Whakarewa Street and Chamberlain Street(stage 2) Suggests Mixed Business zone relocated to where current Tourist Services zone is and to the south of it -to be nearer to present commercial area Retain properties along Greenwood and Wilkinson Streets with boundary to Decks Reserve as residential