

590 **Change 43: Industrial Location and Extent**■ **SUBMISSIONS DEALT WITH IN THIS REPORT**

Consideration Order : 7

<b>C43.1782.4</b>	<b>Wakatu Incorporation</b>	<b>Zone Map 52</b>	Amend zoning of land between Green Lane, Queen Victoria St and Whakarewa St from Rural 1 to Light Industrial.
<b>C43.1782.11</b>	<b>Wakatu Incorporation</b>	<b>17.4</b>	To reduce rule complexity, provide the Industrial rules and standards for Motueka West separately.
<b>C43.3608.1</b>	<b>Motueka Community Board</b>	<b>Zone Map 118</b>	Retain existing Residential Zone on north side of King Edward St.
<i>Oppose</i>	FC43.1782.6		
<b>C43.3608.2</b>	<b>Motueka Community Board</b>	<b>Zone Map 118</b>	Extend the Rural 1 Deferred Residential Zone between the Open Space Zone and King Edward St westwards to Queen Victoria Street.
<i>Oppose</i>	FC43.1782.7		
<b>C43.3608.4</b>	<b>Motueka Community Board</b>	<b>Zone Map 118</b>	Delete the Rural 1 Deferred Heavy Industrial Zone and replace with Rural 1 Deferred Light Industrial Zone.
<i>Oppose</i>	FC43.1782.9		
<b>C43.3608.6</b>	<b>Motueka Community Board</b>	<b>17.14.6</b>	Use resource consent to deal with heavy industry in Light Industrial Zone or research other areas for Heavy Industrial Zone (three examples given).
<i>Oppose</i>	FC43.1782.10		
<b>C43.3765.2</b>	<b>Chambers, Nicola</b>	<b>Zone Map 52</b>	Relocate the proposed industrial area west of Motueka aerodrome.
<i>Oppose</i>	FC43.1782.26		
<b>C43.3766.1</b>	<b>Cole, Anna L</b>	<b>Zone Map 116</b>	Rescind decision to rezone land to Light Industrial and Heavy Industrial and consult first.
<i>Oppose</i>	FC43.1782.27		
<b>C43.3771.1</b>	<b>Devereux, J Ann</b>	<b>Zone Map 52</b>	Rezone the area between Green Lane and King Edward St to Rural 1 Deferred Residential and show that 50 hectares are available for residential development for the next 20 years.
<i>Oppose</i>	FC43.1782.28		
<b>C43.3771.2</b>	<b>Devereux, J Ann</b>	<b>Zone Map 118</b>	Provide industrial area south of King Edward St to Wildman Road.
<i>Oppose</i>	FC43.1782.29		
<b>C43.3775.1</b>	<b>Frater, Terry J &amp; Shirley M</b>	<b>Zone Map 118</b>	Retain Residential zoning on 128 -142 King Edward St.
<i>Oppose</i>	FC43.1782.11		
<i>Support</i>	FC43.3775.1		
<b>C43.3775.4</b>	<b>Frater, Terry J &amp; Shirley M</b>	<b>Zone Map 119</b>	Relocate the industrial park further south to Hau Rd/Wildman Rd/High St South area.
<i>Oppose</i>	FC43.1782.13		
<b>C43.3779.1</b>	<b>Gregge, Sheree</b>	<b>Zone Map 118</b>	Retain Residential zoning at western end of King Edward St (rather than Light Industrial).
<i>Oppose</i>	FC43.1782.14		
<i>Support</i>	FC43.3779.1		
<b>C43.3779.2</b>	<b>Gregge, Sheree</b>	<b>Zone Map 116</b>	Retain land between King Edward St and Grey St as Residential.
<i>Oppose</i>	FC43.1782.15		
<i>Support</i>	FC43.3779.2		

<b>C43.3779.3</b>	<b>Gregge, Sheree</b>	<b>Zone Map 119</b>	Relocate the industrial area further south to Hau Rd/Wildman Rd/High St South area.
<i>Oppose</i>	FC43.1782.16		
<i>Support</i>	FC43.3779.3		
<b>C43.3780.1</b>	<b>Grey Power Motueka</b>	<b>Zone Map 118</b>	Retain Residential zoning at western end of King Edward St.
<i>Oppose</i>	FC43.1782.23		
<i>Support</i>	FC43.3780.2		
<b>C43.3780.2</b>	<b>Grey Power Motueka</b>	<b>Zone Map 116</b>	Zone land under or near the Motueka aerodrome flight path for light industrial use.
<i>Support</i>	FC43.3780.1	FC43.1782.24	
<b>C43.3780.3</b>	<b>Grey Power Motueka</b>	<b>Zone Map 119</b>	Consider some properties opposite industrial zones in Monahan St and Old Wharf Rd for deferred industrial use.
<b>C43.3780.4</b>	<b>Grey Power Motueka</b>	<b>Zone Map 119</b>	Rezone Light Industrial Zone between Wharf Rd and High St as Deferred Heavy Industrial Zone; also land near car wreckers on Bachelor Ford Rd and near the Motueka River Bridge.
<i>Oppose</i>	FC43.1782.25		
<i>Support</i>	FC43.3780.3		
<b>C43.3795.1</b>	<b>Saville, Brian</b>	<b>Zone Map 118</b>	Retain eight residential sections at western end of King Edward St in Residential Zone.
<b>C43.3805.1</b>	<b>Tonks, Tina-Marie &amp; Mel</b>	<b>Zone Map 52</b>	In Green Lane, Queen Victoria St, King Edward St block, change zoning from Rural 1 Deferred Light Industrial to Rural 1 Deferred Residential.
<i>Oppose</i>	FC43.1782.30		
<i>Support</i>	FC43.3805.1		
<b>C43.3805.2</b>	<b>Tonks, Tina-Marie &amp; Mel</b>	<b>Zone Map 52</b>	Change Rural 1 Deferred Heavy Industrial on Queen Victoria St to Rural 1 Deferred Residential.
<i>Oppose</i>	FC43.1782.31		
<b>C43.3805.3</b>	<b>Tonks, Tina-Marie &amp; Mel</b>	<b>Zone Map 52</b>	Investigate other areas out of town for industrial park - west of airport, Old Wharf Rd, Staples St, Wildman Rd or Hau Rd north of Parker St.
<i>Oppose</i>	FC43.1782.32		
<b>C43.3807.1</b>	<b>Trewavas, Adrian</b>	<b>Zone Map 118</b>	Retain Residential zoning on properties at 130 - 142 King Edward St.
<i>Oppose</i>	FC43.1782.17		
<b>C43.3807.3</b>	<b>Trewavas, Adrian</b>	<b>Zone Map 52</b>	Relocate Deferred Heavy Industrial Zone one block north (map provided).
<b>C43.3807.4</b>	<b>Trewavas, Adrian</b>	<b>Zone Map 52</b>	Extend proposed Residential zoning west to boundary with 130 King Edward St and suggested recreation area (map provided).
<i>Oppose</i>	FC43.1782.19		
<b>C43.3812.1</b>	<b>Saville, Ross &amp; Sue</b>	<b>Zone Map 118</b>	Retain Residential zoning on properties at 130 - 142 King Edward St.
<i>Oppose</i>	FC43.1782.20		
<b>C43.3812.3</b>	<b>Saville, Ross &amp; Sue</b>	<b>Zone Map 52</b>	Extend proposed Residential zoning west to boundary with 130 King Edward St and suggested recreation area (map provided).
<i>Oppose</i>	FC43.1782.22		
<b>C43.3812.4</b>	<b>Saville, Ross &amp; Sue</b>	<b>Zone Map 52</b>	Relocate Deferred Heavy Industrial Zone one block north (map provided).

<b>C43.3826.1</b>	<b>Tibbs, William</b>	<b>Zone Map 118</b>	Retain Residential Zone on north side of King Edward St.
<b>C43.3827.2</b>	<b>Clark, Douglas A</b>	<b>Zone Map 52</b>	Rezone Motueka West Plan Change area for residential purposes with industry on the town outskirts.
<b>Oppose</b>	FC43.1782.2		

## ■ ASSESSMENT

### 1.0 INTRODUCTION

- 1.1 The Council commissioned an assessment of the commercial and industrial land supply in Motueka in 2007. The amount of industrial zoned land was assessed as 33.8 ha with 3.4 ha vacant at that time (Telfer Young 2007). Over 50 percent of the land was located in the King Edward/Huffam/Old Wharf Road area but with other small areas at the Port, Hau Road, High Street South and Bachelor Ford Road.
- 1.2 A demand study by Property Economics in 2008 estimated an additional 24 hectares of industrial land would be required in Motueka by 2056. It noted that the greatest community benefit is likely to be achieved by having the highest proportion of the west Motueka business land accommodating industrial activity.
- 1.3 A draft structure plan map included in Motueka West and Central Urban Development Community Consultation Paper 2009 showed an extensive area for future industrial use from Whakarewa Street to the rear of houses on the north side of King Edward Street.
- 1.4 After public comments were received, the extent of the industrial area was reduced in the block at the north-eastern end of the Motueka aerodrome runway. Later in 2011, after consultation on a draft Plan Change the extent of industrial land close to the rear of houses along the central section of King Edward Street was also reduced.

### 2.0 SUBMISSIONS

- 2.1 There are 14 submitters who have raised a variety of matters in relation to the industrial zoning. These are listed below and discussed in Sections 3 to 8 of the report:
  - Consultation
  - Extent of industrial zoning in vicinity of aerodrome runway
  - Retention of residential zone at 128-142 King Edward Street
  - Other locations for industry
  - Separate rules for Motueka West
  - Heavy industrial location

### 3.0 CONSULTATION

- 3.1 Submitter 3766.1 opposes the light industrial and heavy industrial proposals. She asserts that the Plan Change process should begin again with consulting first and decisions later. As noted in sections 1.3 and 1.4 above, there was consultation at an early stage on the industrial and other land use change proposals. The informal comments received on the structure plan in 2009 and the draft Plan Change in 2011 (50 responses) have all been considered by the Council. As a result there has been much iteration of possible plans for the Motueka West area.
- 3.2 Alternative areas for industry outside Motueka West have also been considered. These are discussed in section 6.0 of this report.

### 4.0 EXTENT OF INDUSTRIAL ZONING IN VICINITY OF AERODROME RUNWAY

- 4.1 Submitter 1782.4 proposes that approximately 10 ha land in the block bordered by Green Lane, Queen Victoria Street and Whakarewa Street, shown as Rural 1 and located outside the Plan Change 43 area, be rezoned as Light Industrial. This land was originally shown as Light Industrial in the draft Plan Change. However a review of reported incidents at Motueka aerodrome showed that there have been some accidents close to the end of the runway. Also the Civil Aviation Authority Guidelines seek to ensure safe operation of aerodromes and do not recommend obstacles such as buildings under the approach paths. The 10 ha of land is located under the northeast approach path. There are likely to be more buildings if the land is zoned industrial rather than Rural 1. Also the TRMP glide slope height rules for the north east runway at Motueka aerodrome (refer Schedule 16.11A) impose quite a low height limit on the subject area which is inappropriate for industrial buildings.
- 4.2 The submitter states that a risk analysis in terms of the type of aircraft and frequency of air traffic using the aerodrome has not been undertaken. Motueka Aerodrome is an uncontrolled aerodrome – ie no control tower for air traffic control. The aerodrome is also the base for an air training organisation Nelson Aviation College Ltd. Many of its pilots using the aerodrome are relatively inexperienced.
- 4.3 A further 10 ha of industrial land is not required at Motueka. The Plan Change 43 provision of 33 ha of land is more

than adequate to meet future industrial needs. The Property Economics Assessment recommended 24 ha of land would meet future needs.

#### 5.0 RETENTION OF RESIDENTIAL ZONE: 128 - 142 KING EDWARD STREET

- 5.1 There are six submissions seeking to retain the Residential Zone rather than eferred Light IndustrialZone on the residential properties located between 128 – 142 King Edward Street. Two more submissions agree that most of these sections should be in the Residential Zone but on the plan attached to their submission have shown the easternmost section as proposed reserve (refer Submitters 3807 and 3812) with a large reserve to the north as a buffer. Most of the submissions are from the private owners of these properties (Submitters 3775, 3779, 3795, 3807 and 3812). They are concerned about possible devaluation of their properties and the adverse effects of industrial neighbours. The Motueka Community Board (MCB) and Grey Power Motueka are among those who support the area retaining its residential zoning. The MCB favours the Deferred Residential Zone being extended to the Open Space Zone. That would provide a buffer but would reduce industrial land by 1.7 ha.
- 5.2 The properties in this block are mainly owner-occupied although the easternmost section at 128 King Edward Street is vacant. The sections are of a generous size –all over 900 sq metres. The combined area of these properties is 0.8 ha. Most of the dwellings were erected in the 1960s so are approximately 50 years old apart from the dwelling at 138 King Edward Street which has been the subject of a major renovation.
- 5.3 Further submitter 1782 who owns the land to the north and east of the submitters, opposes the retention of residential zoning on these properties. The further submitter is concerned about potential cross-boundary or reverse-sensitivity effects at the residential and industrial interface and the amenity of any reserve. It is also concerned about reducing the industrial land bank. If there is no buffer provided between the Residential Zone and the Industrial Zone there could be cross-boundary effects.

#### 6.0 OTHER LOCATIONS FOR INDUSTRY

- 6.1 Several submitters have suggested other locations for industry that are outside the extent of Plan Change 43. Some of these locations have already been assessed during the Plan Change development phase. The locations already considered by the Council at an early stage were:
- South of Wildmans Road
  - South west of the Motueka aerodrome
- 6.2 The reasons these locations were not proceeded with relate mainly to the cost of extending services to these more distant areas, but also the effect on rural amenity, the effect on the aerodrome and loss of productive land.
- 6.3 The same types of reasons would apply to the additional areas suggested in submissions eg west of the aerodrome (Submitter 3765.2), south of King Edward Street (Submitters 3771.2 and S3779.3). Submitter 3805.3 has suggested six locations, including those mentioned above as well as near the Motueka Coolstore and north of Parker Street and Staples Street. Land to the north of Parker Street/Staples Street is prone to flooding while the land adjoining the Motueka Coolstore is close to the coast and quite low lying. Some submitters who live in Green Lane have suggested changing the Deferred Industrial Zone to Deferred Residential Zone (Submitters 3771.1, 3805.1 and 3827.1). The plan change seeks to provide a mix of zonings in the Motueka West area so there is employment as well as housing opportunities.

#### 7.0 SEPARATE RULES AND STANDARDS FOR MOTUEKA WEST IN THE TRMP

- 7.1 Submission 1782.11 is concerned that the existing rule structure in the TRMP with its different development areas at Richmond West, Mapua and now Motueka West is overly complex and confusing to negotiate. The appearance of the TRMP, especially the Residential subdivision rules in Chapter 16 will be simplified now that Plan Change 10 has been completed (in December 2013). It is not recommended to write a separate set of provisions for Motueka West.

#### 8.0 LOCATION OF HEAVY INDUSTRIAL ZONE

- 8.1 Some submitters seek a different location for the Heavy Industrial Zone (submissions 3807.3, 3812.4, 3780.4 and 3608.4 and .6). Originally the Heavy Industrial Zone (HIZ) was located more centrally in the block. Comments on the draft Plan Change, including from the Motueka Community Board, were to relocate the HIZ to Queen Victoria Street.
- 8.2 The first two submitters suggest that the HIZ should be moved one block to the north so that it is further from their dwellings and possible adverse industrial effects. However this option would move heavy industry nearer to the end of the aerodrome runway which has strict height limits that are unsuited to buildings in an HIZ.
- 8.3 The Motueka Community Board ( submissions 3608.4 and 3608.6) suggests that an option may be to not have any HIZ in Motueka West and allow proposals for heavy industrial activities to be dealt with as a resource consent application where any concerns about height, noise, transport, access and wastewater could be considered and addressed. However further submitter 1782 (submissions FC43.1782.9 and FC43. 1782.10) considers it is inefficient to provide for heavy industry through resource consent application.

■ **RECOMMENDATIONS AND REASONS**

**Recommendation 590.1**

<b>C43.3766.1</b>	<b>Cole, Anna L</b>	<b>Disallow</b>
<i>Allow</i>	FC43.1782.27	

**Plan Amendments**

Topic : Zone Map 116

No Plan amendments to rescind industrial zoning and consult first.

**Reasons**

1. The Council is satisfied it has met its obligations to consult with the Motueka community regarding the planning proposals in Plan Change 43.
2. There has been public consultation on a draft structure plan in 2009 and a draft plan change in 2011. Many members of the public and the Motueka Community Board have been involved in these processes.

**Recommendation 590.2**

<b>C43.1782.4</b>	<b>Wakatu Incorporation</b>	<b>Disallow</b>
<b>C43.3780.2</b>	<b>Grey Power Motueka</b>	<b>Disallow</b>
<i>Disallow</i>	FC43.1782.24      FC43.3780.1	

**Plan Amendments**

Topic : Zone Map 52

No Plan amendments to rezone land between Green Lane, Queen Victoria St and Whakarewa St from Rural 1 to Light Industrial.

**Reasons**

1. There is no need to zone further land for industrial purposes when Plan Change 43 provides sufficient land to meet Motueka's future industrial land needs.
2. The land in question has some safety constraints because it is located under the approach path to the northeast runway at the Motueka aerodrome and is also subject to lower than usual height limits for an industrial zone.

**Recommendation 590.3**

<b>C43.3608.1</b>	<b>Motueka Community Board</b>	<b>Allow</b>
<i>Disallow</i>	FC43.1782.6	
<b>C43.3775.1</b>	<b>Frater, Terry J &amp; Shirley M</b>	<b>Allow</b>
<i>Allow</i>	FC43.3775.1	
<i>Disallow</i>	FC43.1782.11	
<b>C43.3779.1</b>	<b>Gregge, Sheree</b>	<b>Allow</b>
<i>Allow</i>	FC43.3779.1	
<i>Disallow</i>	FC43.1782.14	
<b>C43.3780.1</b>	<b>Grey Power Motueka</b>	<b>Allow</b>
<i>Allow</i>	FC43.3780.2	
<i>Disallow</i>	FC43.1782.23	
<b>C43.3795.1</b>	<b>Saville, Brian</b>	<b>Allow In Part</b>
<b>C43.3807.1</b>	<b>Trewavas, Adrian</b>	<b>Allow</b>
<i>Disallow</i>	FC43.1782.17	
<b>C43.3807.4</b>	<b>Trewavas, Adrian</b>	<b>Allow In Part</b>
<i>Disallow</i>	FC43.1782.19	
<b>C43.3812.1</b>	<b>Saville, Ross &amp; Sue</b>	<b>Allow In Part</b>
<i>Disallow</i>	FC43.1782.20	
<b>C43.3812.3</b>	<b>Saville, Ross &amp; Sue</b>	<b>Allow In Part</b>
<i>Disallow</i>	FC43.1782.22	
<b>C43.3826.1</b>	<b>Tibbs, William</b>	<b>Allow</b>

**Plan Amendments**

Topic : Zone Map 118

Retain Residential zoning on 128 – 142 King Edward St.

**Reasons**

1. The land at the north-western end of King Edward Street comprises seven residential properties and a vacant section. The properties are generally well maintained and make a suitable gateway into Motueka from the Motueka Highway.
2. The land comprises approximately 0.8 ha. A small reduction in the amount of industrial land included in Plan Change 43 and inclusion of a suitable buffer area (some of the submitters have proposed a reserve) to manage cross-boundary effects from the Industrial Zone and provide for recreation will enable the sustainable management of the land in this part of Motueka West.

**Recommendation 590.4**

<b>C43.3765.2</b>	<b>Chambers, Nicola</b>	<b>Disallow</b>
<i>Allow</i>	FC43.1782.26	
<b>C43.3771.2</b>	<b>Devereux, J Ann</b>	<b>Disallow</b>
<i>Allow</i>	FC43.1782.29	
<b>C43.3775.4</b>	<b>Frater, Terry J &amp; Shirley M</b>	<b>Disallow</b>
<i>Allow</i>	FC43.1782.13	
<b>C43.3779.3</b>	<b>Gregge, Sheree</b>	<b>Disallow</b>
<i>Allow</i>	FC43.1782.16	
<i>Disallow</i>	FC43.3779.3	
<b>C43.3780.3</b>	<b>Grey Power Motueka</b>	<b>Disallow</b>
<b>C43.3805.3</b>	<b>Tonks, Tina-Marie &amp; Mel</b>	<b>Disallow</b>
<i>Allow</i>	FC43.1782.32	

**Plan Amendments**

Topic : C43 GEN

No Plan amendments to zone other areas outside Motueka West for industrial purposes.

**Reasons**

1. The alternative locations for industry suggested by the submitters have their own resource management issues such as loss of productive land, proximity to the coast, distance from services (west of the aerodrome) and exposure to flood hazard risk (north of the town near the Motueka River).
2. The alternative locations do not provide for sustainable urban development in Motueka.

**Recommendation 590.5**

<b>C43.1782.11</b>	<b>Wakatu Incorporation</b>	<b>Disallow</b>
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**Plan Amendments**

Topic : 17.4

No Plan amendments to provide separate industrial rules and standards for Motueka West.

**Reasons**

It is not appropriate to provide separate rules and standards for Motueka West industrial zones in the Tasman Resource Management Plan as there are insufficient locational and functional differences to justify separate rules.

**Recommendation 590.6**

<b>C43.3608.4</b>	<b>Motueka Community Board</b>	<b>Disallow</b>
<i>Allow</i>	FC43.1782.9	
<b>C43.3608.6</b>	<b>Motueka Community Board</b>	<b>Disallow</b>
<i>Allow</i>	FC43.1782.10	
<b>C43.3780.4</b>	<b>Grey Power Motueka</b>	<b>Disallow</b>
<i>Allow</i>	FC43.1782.25	
<i>Disallow</i>	FC43.3780.3	

<b>C43.3805.2</b>	<b>Tonks, Tina-Marie &amp; Mel</b>	<b>Disallow</b>
<i>Allow</i>	FC43.1782.31	
<b>C43.3807.3</b>	<b>Trewavas, Adrian</b>	<b>Disallow</b>
<b>C43.3812.4</b>	<b>Saville, Ross &amp; Sue</b>	<b>Disallow</b>

**Plan Amendments**

*Topic : C43 GEN*

No Plan amendments to relocate the Heavy Industrial Zone.

**Reasons**

1. The location of the Heavy Industrial Zone has been altered from its position in the draft Plan Change so that it has better access to Queen Victoria Street which is a distributor road.
2. The site was chosen so it was surrounded by other industrial land but sufficiently set back from the Motueka aerodrome height control area.
3. The alternative locations suggested by submitters have their own resource management issues such as loss of productive land, proximity to the coast and flood hazard risk.

**Recommendation 590.7**

<b>C43.3608.2</b>	<b>Motueka Community Board</b>	<b>Disallow</b>
<i>Allow</i>	FC43.1782.7	
<b>C43.3771.1</b>	<b>Devereux, J Ann</b>	<b>Disallow</b>
<i>Allow</i>	FC43.1782.28	
<b>C43.3779.2</b>	<b>Gregge, Sheree</b>	<b>Disallow</b>
<i>Allow</i>	FC43.1782.15	
<i>Disallow</i>	FC43.3779.2	
<b>C43.3805.1</b>	<b>Tonks, Tina-Marie &amp; Mel</b>	<b>Disallow</b>
<i>Allow</i>	FC43.1782.30	
<i>Disallow</i>	FC43.3805.1	
<b>C43.3827.2</b>	<b>Clark, Douglas A</b>	<b>Disallow</b>
<i>Allow</i>	FC43.1782.2	

**Plan Amendments**

*Topic : Zone Map 52*

No Plan amendments to provide Deferred Residential rather than Deferred Industrial zoning between Green Lane/ Queen Victoria Street area.

No Plan amendments to provide Deferred Residential rather than Deferred Industrial zoning along Queen Victoria Street between the Open Space Zone and the dwellings on the north side of King Edward Street

**Reasons**

1. A mix of zonings is required for sustainable development at Motueka West.
2. Deferred residential zoning has been located closer to the town centre with Deferred industrial zoning on the periphery of Motueka.
3. There is over 50 hectares of Deferred Residential Zone on the west side of High Street which will meet a large part of Motueka's future demand for residential land.
4. Some of the land the submitters have suggested for residential development is unsuitable because it is too close to the Motueka aerodrome.