

## Plan Change 18 to the operative Central Otago District Plan – Summary of Submissions Received

Submitter #	Submitter Name	Address for Service	Email	Support/ Oppose/ Amendment	Summary of Submission
1	Cerise Orchard Limited	Ross Dowling Marquet Griffen PO Box 1144, Dunedin 9054	<a href="mailto:alastair.logan@rossdowling.co.nz">alastair.logan@rossdowling.co.nz</a>	Support	<ol style="list-style-type: none"> <li>1. Supports PC18 in its entirety.</li> <li>2. Good location with good infrastructure in place, extending and consolidating existing industrial land.</li> <li>3. Proposal gives effect to the Cromwell Masterplan.</li> <li>4. Land zoned for industrial purposes is essential to service Cromwell and the wider Central Otago/Queenstown Lakes region.</li> <li>5. Industrial businesses are necessary to support horticulture, viticulture and other rural activities for Central Otago and Wanaka/Queenstown.</li> <li>6. The proposed change consolidates industrial activity and is located away from incompatible/sensitive activities.</li> </ol>

					7. PC 18 gives effect to the partially operative Regional Policy Statement and has regard to the provisions of the proposed Regional Policy Statement.
2	Werner Murray	23A Miners Terrace	<a href="mailto:carolynwerner@mac.com">carolynwerner@mac.com</a>	Oppose	<ol style="list-style-type: none"> <li>1. Development feasibility and readiness on developable land needs assessing as well as traffic &amp; transport.</li> <li>2. Extent of zoning needs to be looked at – supports amending the area included but would like the entrance to Cromwell to be looked at.</li> </ol>
3	SH6 At Cromwell	PO BOX 649 Dunedin 9054	<a href="mailto:patonland@xtra.co.nz">patonland@xtra.co.nz</a>	Support	<ol style="list-style-type: none"> <li>1. Supports plan change due to the eventual need for more industrial land.</li> <li>2. Cromwell is the Hub of Central Otago and more industrial land will be required as indicated in Plan Change 18.</li> <li>3.</li> </ol>
4	Highlands Motorsport Park Ltd	C/- Galloway Cook Allan PO Box 143 Dunedin 9054	<a href="mailto:bridget.irving@gallowaycookallan.co.nz">bridget.irving@gallowaycookallan.co.nz</a>	Support	<ol style="list-style-type: none"> <li>1. The rezoning of land as proposed in Plan Change 18 is entirely appropriate.</li> <li>2. There is a need for land for industrial purposes to meet current and future demand.</li> </ol>

					<ol style="list-style-type: none"><li>3. The proposed area in proximity to Highlands is suitable for this and compatible with the activities at the site.</li><li>4. The rezoning will meet the current and future demand within Cromwell and is a more appropriate zone option to be in proximity to motorsport park than other noise sensitive activities.</li><li>5. Highlands relies on local service industries to support its activities and their existence is critical to Highlands ongoing success.</li><li>6. It is important that adequate land is available within Cromwell for these businesses to establish.</li><li>7. Highlands is supportive of the need to undertake roading upgrades to address traffic generation arising from the zoning</li><li>8. Traffic around the site is currently acceptable but increased traffic volumes will need to be managed to ensure that the roading network</li></ol>
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					<p>(particularly the Cemetery Road/SH intersection) can continue</p> <p>9. Highlands consider the traffic effects can be addressed the as the proposed extension is developed.</p>
5	Aurora Energy Limited	PO Box 1404 Dunedin 9054	<a href="mailto:angus.robertson@auroraenergy.nz">angus.robertson@auroraenergy.nz</a>	Neither	<ol style="list-style-type: none"> <li>1. Submission states Aurora is neutral regarding the rezoning of the proposed site(s).</li> <li>2. Seeks to ensure the protection of its existing assets from adverse effects, including reverse sensitivity effects associated with future land use activities.</li> <li>3. Seeking appropriate management of potential adverse effects on Aurora Energy's network, taking into consideration the specific locational, technical, and operational requirements of its network.</li> <li>4. Seeking assurances from that the operation and maintenance of its assets will not be adversely affected by the proposed plan change.</li> </ol>

6	Transpower NZ Ltd	31 Gilberthorpes Road	<a href="mailto:environment.policy@transpower.co.nz">environment.policy@transpower.co.nz</a>	Neither	<ol style="list-style-type: none"> <li>1. Neutral regarding the principle of rezoning the Plan Change 18 Cromwell Industrial Extension.</li> <li>2. Transpower wishes to ensure that no changes are made to existing District Plan provisions in Chapters 12 and 13 that currently regulate land use in proximity to the national grid.</li> </ol>
7	45 South Management Ltd	PO BOX 46	<a href="mailto:tim.jones@45s.co.nz">tim.jones@45s.co.nz</a>	Support	<ol style="list-style-type: none"> <li>1. Supports Plan Change 18 in its entirety.</li> <li>2. Horticultural activities rely on local industry to manufacture, store, maintain and repair equipment used in our own operations – it is vital for the</li> <li>3. Increased industrial land in the future will allow better support of Horticultural activities on a local level.</li> <li>4. Agrees to loss of Cherry orchard as that variety is no longer popular and 'at end of life' as plenty other suitable land available for horticulture &amp; viticulture.</li> <li>5. Rezoning mitigates spray drift and reverse sensitivity issues.</li> </ol>

8	Department of Conservation	Private Bag 4715	<a href="mailto:gdeavoll@doc.govt.nz">gdeavoll@doc.govt.nz</a>	Oppose	<ol style="list-style-type: none"> <li>1. Department of Conservation is concerned about the potential adverse effects the proposed extension of the industrial zone will have on the protected habitat within the adjacent Cromwell Chafer Beetle Nature Reserve in its current state.</li> <li>2. The Director-General seeks a 25m wide strip of land at the boundary with the Cromwell Chafer Beetle Nature Reserve is removed from the proposed industrial zone for the purpose of avoiding potential edge effects.</li> <li>3. It would be preferable if the strip of land removed from the proposed industrial zone (i.e., could be instead zoned as open space), which would have limit future development in that buffer, while also providing for public access to the area around and to the reserve.</li> <li>4. A building line restriction could also be applied to the proposed industrial zoning to limit development close to the boundary with the reserve.</li> </ol>
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9	Waka Kotahi	PO BOX 1479	<a href="mailto:julie.mcminn@nzta.govt.nz">julie.mcminn@nzta.govt.nz</a>	Oppose	<ol style="list-style-type: none"> <li>1. Waka Kotahi understands that the proposed plan change is necessary to give effect to the outcome of the Spatial Plan which was the result of community consultation.</li> <li>2. Waka Kotahi is supportive in principle of the intent to extend the Cromwell Industrial area.</li> <li>3. Waka Kotahi recognises that the Spatial Plan will help shape the future growth of Cromwell and as evidence by this plan change notification, provide policy direction and eventually influence the review of the District Plan.</li> <li>4. Further evidence is required to confirm that the plan change will enable the safe and efficient operation of the transport network and provide for strategic and co-ordinated development.</li> <li>5. Waka Kotahi is aware of the traffic report commissioned by Council as it was discussed at a consultation meeting between the Council and Waka Kotahi as were concerns</li> </ol>
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					<p>around the additional traffic generation from the extension of the Cromwell industrial zone on intersections with SH6 - the possibility that two roundabouts may be required, one at Cemetery Road and another at McNulty Road where they intersect with SH6.</p> <ol style="list-style-type: none"><li>6. Waka Kotahi has not had an opportunity to review the traffic report and it has not been included in the documentation notified as part of Plan Change 18.</li><li>7. Waka Kotahi is concerned that the proposal does not have regard to the sustainable management of the state highway as a physical resource.</li><li>8. Unless the potential effects of the proposal on the state highway intersections safety and efficiency are provided for, then Waka Kotahi requests that the Plan Change is withdrawn or declined.</li><li>9. Waka Kotahi is open to discussing the proposal further</li></ol>
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					<p>with the applicant and Central Otago District Council to reach a suitable agreement whereby the Plan Change can be approved subject to an appropriate assessment of effects from the proposal on SH6 and inclusion of suitable mitigation to address the issues raised in this submission.</p>
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