



**SUMMARY OF DECISIONS REQUESTED IN SUBMISSIONS**

TO

**PROPOSED TIMARU DISTRICT PLAN CHANGE NO. 15**

MADE BY

**GOLDPINE INDUSTRIES LTD, GRAYBIRD HOLDINGS LTD AND J. & B. CHRISTIE  
HOLDINGS LTD**

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PREPARED BY

**MARK GEDDES, SENIOR PLANNER, TIMARU DISTRICT COUNCIL**

DATED

**29 JUNE 2011**

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No	Name	Aspect of proposal that submission relates	Support Oppose Amend	Reasons for these views	Decision sought
1	Paul Wilkins Tractors Ltd Mail ID: 123232	Traffic	Amend	Martin Street is narrow, has no road markings, only has a small amount of kerb and channel and currently has a low traffic volume. Sicon's use of 22 Martin Street has an adverse effect in terms of the availability of parking spaces and sightline visibility. Unless Martin Street is upgraded, Sicon's use of the site is not suitable.	<ul style="list-style-type: none"> <li>- Grant only if it can be demonstrated that the impacts on neighbouring businesses and residents can be lessened.</li> <li>- Upgrade Martin Street, including kerb and channel.</li> </ul>
2	C. M. Jackson, B. & J. Mills, S. & S McCoy, A. & D. Ross, E. M. Fayen, R. Williams, M. & B. Bowman, A. & C. Jackson, L. & F. Cameron, T. Skene Mail ID:123974	Visual, noise, lighting and traffic effects	Oppose	Visual, noise, lighting and traffic effects will be major as traffic has dramatically increased. Increased traffic speed and volume has a huge impact on the safety of local streets and intersections.	<ul style="list-style-type: none"> <li>- Refuse; or</li> <li>- Compromise and liaise with neighbours and residents to make the transition beneficial to all concerned.</li> </ul>
3	NZ Transport Agency Mail ID: 124444	Access and signage	Amend	In order to maintain a safe and efficient highway network, access onto SH8 should be minimized or integrated and signage should be controlled.	<ul style="list-style-type: none"> <li>- Inclusion of a specific rule that requires that access to the site is from Martin Street.</li> <li>- The owner of 16 Martin Street enters into a private Memorandum of Understanding with NZTA in relation to signage visible from SH8. Alternatively, the Industrial L zone rules are amended to specifically limit the amount of signage that can be established on the site's SH8 frontage.</li> <li>- Council to consider the question of how the wider Washdyke area is developed.</li> </ul>
4	P. M. J. & R. S. Bensemenn Mail ID: 124443	Signage, dust, fencing, security, screening, and zoning	Support but amend	<p>Advertising material is often attached to Goldpine's fence and is (along with dust) often blown across SH8 in high winds.</p> <p>There is merit in addressing the zoning of the triangle of land between SH1 and SH8.</p>	<ul style="list-style-type: none"> <li>- Introduce a requirement for a high fence, windbreak or requirement to attach signage properly to the fence.</li> <li>- Appropriate surfacing to mitigate dust.</li> <li>- Address zoning changes that would benefit the triangle of land between SH1 and SH8.</li> <li>- Visual barriers between Goldpine and surrounding residential sections as per the Ken Wills site.</li> </ul>
5	A. Donald & L. K. MacKenzie Mail ID: 124445	Lighting, driveways, traffic, footpaths, parking, bulk and location of buildings, tree buffer, telecommunications, parking and access on Sir Basil Arthur Park	Amend	<p>There are significant parking issues with Sicon's operation. The provision of a footpath would allow safe pedestrian access.</p> <p>Existing commercial properties in the area have some adverse lighting effects. However, the plan change has the potential to have a much greater effect.</p> <p>It is anticipated that the rezoning will increase existing noise levels. There should be strict control on type of business activity. Only activities that will not add significantly to noise levels should be approved.</p> <p>A tree buffer should be provided to provide habitat for birds and small animals.</p> <p>There appears to be confusion over the speed limit in the area. Speed bumps at the ends of Doncaster and Martin Street would reduce speed and possibly the volume of traffic. Parking in Sir Basil Arthur Park is not adequate. Council should investigate obtaining part of 16 Martin St for parking for Sir Basil Arthur Park.</p>	<ul style="list-style-type: none"> <li>- Increase the setback of buildings from 14 Martin Street by requiring buildings on 16 Martin Street to be located on the northern part of that site.</li> <li>- Require the driveway of 16 Martin Street to be moved away from 14 Martin Street.</li> <li>- Require boundary screening with thick trees to be planted and maintained to a height that is capable of acting as a noise, light and dust buffer and capable of providing habitat for birdlife.</li> <li>- No telecommunications facilities.</li> <li>- Light spill to be directed away from boundary.</li> <li>- Lighting no greater than 10 lux directed at our property.</li> <li>- No off-site parking. Council to monitor and enforce the same.</li> <li>- Footpath to be constructed along Martin and Doncaster Streets as soon as possible.</li> </ul>
6	TDC - Land Transport Unit Mail ID: 124446	Road & traffic effects	Partly Oppose	<p>The Plan Change fails to address its long term effect on existing road infrastructure through increased heavy vehicle movements. Martin Street is not designed to cater for the increased heavy vehicle movements and does not comply with the District Plan's standards for industrial roads.</p> <p>The Regional Land Transport Strategy (RLTS) requires Council to provide for local freight distribution and servicing needs.</p> <p>Active transport modes are important for commercial developments. Infrastructure (i.e. footpaths) should be provided to facilitate active transport modes. Council's Active Transport Strategy and the RLTS promote walking and cycling. The District Plan includes provision to provide footpaths in industrial areas.</p>	<ul style="list-style-type: none"> <li>- Decline Plan Change; or</li> <li>- Include a provision for a financial contribution for both land use and subdivision consents, as follows: <ul style="list-style-type: none"> <li>▪ Upgrade Martin Street to comply with the minimum road widths and associated infrastructure including footpaths, parking, carriageway widths to be in accordance with Section 6.6.2, Part D6, District Plan.</li> <li>▪ Upgrade Martin Street pavement to a strength suitable for increased heavy vehicles. Provide kerb and channel including associated drainage provisions.</li> </ul> </li> </ul>