



Timaru District Council
2 King George Place
Timaru 7910
Phone: 03 687 7200

Further submission in support of, or in opposition to, submission on the Proposed Timaru District Plan

Clause 8 of Schedule 1, Resource Management Act 1991

Further submissions close on Friday 4 August 2023 at 5pm

To: Timaru District Council

This is a further submission in support of, or in opposition to, a submission on the **Proposed Timaru District Plan**.

Full name of person making further submission:

Jeff Smith, Team Leader

Organisation name and contact (if representing a group or organisation):

Canterbury Regional Council

Only certain persons can make a further submission. Please select the option that applies.

I am:

- a person representing a relevant aspect of the public interest;
- a person who has an interest in the proposal that is greater than the interest the general public has;
- the local authority for the relevant area.

Please explain why you come within the category selected above:

This submission is on behalf of Canterbury Regional Council

Hearing options

I wish to be heard in support of my further submission? Yes No

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

Yes No

Signature:

Date: 04/08/2023

(of person making submission or person authorised to make decision on behalf)

PLEASE NOTE - A signature is not required if you submit this form electronically. By entering your name in the box above you are giving your authority for this application to proceed.

Electronic address for service of person making further submission: Regional.planning@ecan.govt.nz

Telephone: 0800 324 636

Postal address (*or alternative method of service under section 352 of the Act*): P.O Box 345
Christchurch 8140

Contact person: *[name and designation, if applicable]*: Deidre Francis, Principal Planner

You have served a copy of the further submission on the original submitter (this is required under the Resource Management Act 1991 Schedule 1, s8A(2) to be completed within 5 working days after it is served on the Timaru District Council)

Yes No

Further submissions close on Friday 4 August 2023 at 5pm.

<p>This further submission is in relation to the original submission of: <i>Enter the name of the original submitter as per the SoDR.</i> <i>E.g. Timaru District Council</i></p>	<p>This further submission is in relation to the original submission Number: <i>enter the unique submission number as per the SoDR.</i> <i>E.g. 42.45</i></p>	<p>The particular parts of the original submission I/we support /oppose are:</p>	<p>My/our position on the original submission is: <i>Support or oppose</i></p>	<p>The reasons for my/our support/ opposition to the original submission are:</p>	<p>Allow or disallow the original submission (in full or in part)</p>	<p>Give precise details (which can include tracked changes) of the decision you want the Council to make in relation to the original submission point</p>
<p>BP Oil, Mobil Oil New Zealand Limited, Z Energy</p>	<p>196.4</p>	<p>Add to the TRAN-Transport Chapter, a new Policy as follows: TRAN-PX Encourage existing and new land uses to support an integrated and sustainable transport network by: a. Enabling charging stations for electric vehicles.</p>	<p>Support</p>	<p>In order to reduce carbon emissions charging infrastructure for non-carbonised transport is needed. This is recognised in TRAN-R9 providing a permitted activity status for installing new or replacement charging facilities. However, there is currently no supporting policy</p>	<p>Allow</p>	<p>Adopt the proposed new Policy and ensure it is worded to support infrastructure for decarbonisation of both private and public transport, including but not limited to charging stations.</p>
<p>BP Oil, Mobil Oil New Zealand Limited, Z Energy</p>	<p>196.50</p>	<p>Considers it is unclear what 'inundated' means and requests the deletion of point 5 of the Policy NH-P4</p>	<p>Oppose</p>	<p>Although NH-P4 relates to areas that are subject to inundation by a 0.5% AEP flood event, the inclusion of "5. major hazard facilities are not inundated" ensures even if subdivision, use and development is enabled in these areas if the use or development is a major hazard facility, that facility is nonetheless located or designed in a way that it is prevented from being inundated even in a 0.5% AEP flood event.</p>	<p>Disallow</p>	<p>Retain reference to major hazard facilities not being inundated or alternative wording with similar intent.</p>

Milward Finlay Lobb	60.60	<p>Drinking Water Protection Table 1 - Groundwater community drinking water supply protection distances. Concerned that the numbers referenced are taken from the Canterbury Land and Water Regional Plan. A plan change will be needed if values/modelling are updated. Request amendment to Table 1 - removing the figures, and reference the Canterbury Land and Water Regional Plan.</p>	Support in part	<p>Including the figures in the Table could create inconsistencies if monitoring/modelling result in the need for these figures to change. The only reference to this Table is through a Reference to APP6 in Policy DWP1 "Identify the location and extent of: ... and unknown drinking water supplies, in accordance with the methodology set out within APP6 - Drinking Water Protection and subsequently include as part of the drinking water protection area overlay via a change to the District Plan." As this does not lead to a Rule, but rather to a methodology for identifying protection areas that are then included through a plan change process. It is likely to provide sufficient certainty to refer to the methodology outlined in the Canterbury Regional Land and Water Plan.</p>	Allow in part	<p>Remove APP 6 from the PDP and any reference to it from the PDP and instead refer to the methodology outlined in Schedule 1 of the Canterbury Land and Water Regional Plan.</p> <p>DWP-P1 – Drinking Water Protection Overlay Identify the location and extent of: ... 2. unknown drinking water supplies, in accordance with the methodology set out within Schedule 1 of the Canterbury Land and Water Regional Plan and subsequently include as part of the drinking water protection area overlay via a change to the District Plan.</p>
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Peter Bonifacio	36.2	Opposes the definition of 'intensively farmed stock'	Support in part	<p>The Plan definition for intensively farmed stock is different to the definition for this term in the Canterbury Land and Water Regional Plan. It would be preferable to have consistent definitions to avoid confusion.</p> <p>Proposed TDC Plan definition: INTENSIVELY FARMED STOCK means: a. cattle or deer grazed on irrigated land or contained for break-feeding of winter feed crops; and b. dairy cattle, including cows, whether dry or milking, and whether on irrigated land or not; and c. Pig farming (except pig farming for domestic self-subsistence home use); d. any stock that is associated with an intensive primary production.</p> <p>The Canterbury Land and Water Regional Plan definition: Intensively farmed stock means: 1. cattle or deer grazed on irrigated land or contained for break-feeding of winter feed crops; 2. dairy cattle, including cows, whether dry or milking, and whether on irrigated land or not; or 3. farmed pigs.</p>	Allow in part	Amend the definition for intensively farmed stock to be consistent with the definition in the Canterbury Land and Water Regional Plan.
Waka Kotahi NZ Transport Agency	143.54	Retain TRAN-R10 as notified	Support	Support the use of Integrated Transport Assessments	Allow	Retain as notified

Waka Kotahi NZ Transport Agency	143.56	Retain TRAN-S5 as notified	Support	Consistent with CRPS Policy 5.3.8 (1a) to integrate land use and transport planning in a way that promotes the use of transport modes which have low adverse effects.	Allow	Retain as notified
Waka Kotahi NZ Transport Agency	143.40	Retain TRAN-P2 as notified	Support	Consistent with CRPS Policy 5.3.8.	Allow	Retain as notified
Waka Kotahi NZ Transport Agency	143.45	Retain TRAN- P7 as notified	Support	Consistent with CRPS Policy 5.3.8	Allow	Retain as notified
Waka Kotahi NZ Transport Agency	143.166	Retain MUZ-02 as notified	Support	Consistent with CRPS Objective 5.2.2 & Policies 5.3.1, 5.3.3 & 5.3.8.	Allow	Retain as notified
Waka Kotahi NZ Transport Agency	143.39	Retain TRAN-P1 as notified	Support	Consistent with CRPS Policy 5.3.8	Allow	Retain as notified
Waka Kotahi NZ Transport Agency	143.57	Retain TRAN-S6 as notified	Support	Consistent with CRPS Policy 5.3.8	Allow	Retain as notified
Z Energy Limited	116.6	Add a new Policy as follows: TRAN-PX Encourage existing and new land uses to support an integrated and sustainable transport network by: a) Enabling charging stations for electric vehicles.	Support	In order to reduce carbon emissions charging infrastructure for non-carbonised transport is needed. This is recognised in TRAN-R9 providing a permitted activity status for installing new or replacement charging facilities. However, there is currently no supporting policy.	Allow	Adopt the proposed new Policy and ensure it is worded to support infrastructure for decarbonisation of both private and public transport, including but not limited to charging stations.