

SUPPLEMENTARY STAFF ASSESSMENT REPORT

TO: Environment & Planning Committee – TRMP

FROM: Rose Biss

FILE NO.: R430-6-2

SUBJECT: **SUPPLEMENTARY SAR TRMP14/03/01 TO SAR 590.3 OF HEARING 67:
Zoning of 128 – 142 King Edward Street locality in Plan Change 43
Motueka West**
Report prepared for meeting of 15 April 2014

“In Committee”

1. BACKGROUND

Staff were asked to investigate further options for the zoning of the land in the block located in the north east quadrant of the intersection of Queen Victoria Street, College Street and King Edward Street. The block is bounded to the north by a strip of Open Space Zone and to the east by an indicative road. In Plan Change 43 all the area is shown as Rural 1 Deferred Light Industrial.

1.1 Options

Three options and the status quo are commented on. These other options are named additional residential, relocated greenway and large reserve:

1.1.1 Additional Residential Option 1

One of the options suggested by submitters was to have Rural 1 deferred residential rather than Rural 1 deferred industrial between the strip of eight residential properties, the greenway and the indicative road. The greenway open space has been widened for more open space. Access is from a cul de sac off the indicative road.

A benefit of this option is that it provides a residential buffer to the existing strip of residential properties. It also provides some more open space for residents on the north side of King Edward Street although the Reserves Planner recommends the open space should be provided on land further to the east.

One of the opportunity costs of this option is that it reduces the land available for industry that also has access to an arterial road.

The land is located within 250 metres of the Motueka Aerodrome runway so could experience cross boundary effects from aerodrome noise. Future dwellings may require noise insulation. Also the aerodrome could come under pressure to change its operating methods through reverse sensitivity effects if noise sensitive activities such as dwellings are allowed nearby.

1.1.2 Relocated Greenway Option 2

In this option the greenway has been separated from the indicative road serving the Rural 1 deferred light industrial area and curved southwards along the boundary of the eight residential properties. The north/ south indicative road has been redesigned so it only serves the Rural 1 deferred residential zone and does not connect through to the Rural 1 deferred industrial zone.

A benefit of this option is that it retains most of the Rural 1 deferred industrial land close to the Motueka aerodrome rather than allowing residential use which is a more noise sensitive land use. It also gives the greenway a more natural alignment behind the eight residential properties where there is a natural low point. This option would leave a small residual block of land east of the existing dwellings on King Edward Street. It would be logical to zone this residential.

One of the opportunity costs of option 2 is that a greater length of greenway would need to be formed. However it is a more optimal location for the greenway as it addresses the low point for stormwater behind the existing dwellings.

1.1.3 Large Reserve Option 3

This option suggested by submitters 3807 and 3812 proposes leaving the residential properties 130 – 142 King Edward Street in the residential zone and having a proposed reserve between those properties and the greenway to the north. There would also be a small extension to the residential zone east of these dwellings.

A benefit of this option is that it provides a high amenity area on the western entrance to Motueka and a buffer to industrial effects for the dwellings at 130 -142 King Edward Street. However the reserves planner is not supportive of a large reserve at this location and recommends that it should be located further eastwards behind 77 King Edward Street. It also reduces the amount of industrial land with access to an arterial road on the periphery of Motueka.

1.1.4 Status Quo

The status quo is to retain the Rural 1 Deferred Industrial Zone over all the land from the Open Space greenway to King Edward Street as notified in Plan Change 43. A benefit of this option is that it provides a maximum amount of industrial zoning with access to an arterial road and located in close proximity to the Motueka Aerodrome.

Some of the opportunity costs are the eventual loss of eight residential properties from the residential land bank and a reduction in the amenity of those dwellings as the block redevelops to industrial.

The greenway Open Space is not in the optimum location to address the low point for stormwater behind the existing King Edward Street dwellings.

2. RECOMMENDATIONS

2.1 Recommendation 590.3

Submission Recommendations

C43.3608.1	Motueka Community Board	Allow in part
C43.3775.1	Frater, Terry & Shirley M	Allow
C43.3779.1	Gregge, Sheree	Allow in part
C43.3780.1	Grey Power Motueka	Allow in part
C43.3795.1	Saville, Brian	Allow
C43.3807.1	Trewavas, Adrian	Allow
C43.3807.4	Trewavas, Adrian	Allow
C43.3812.1	Saville, Ross & Sue	Allow
C43.3812.3	Saville, Ross & Sue	Allow
C43.3826.1	Tibbs, William	Allow

Plan Amendments

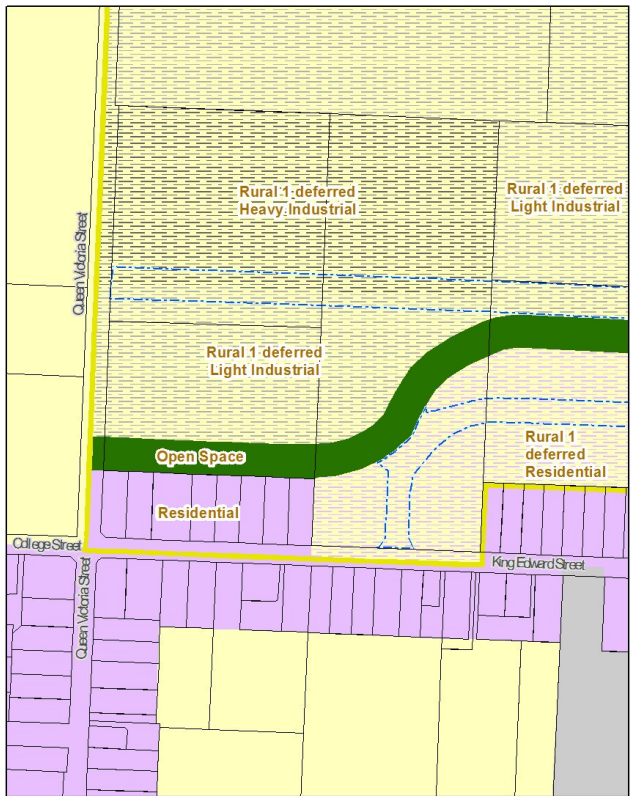
Topic: Zone Map 118

1. Retain Residential zoning on 128 -142 King Edward Street.
2. Relocate the greenway Open Space south of the deferred Heavy Industrial Zone so that it forms a boundary with the residential properties at 128 -142 King Edward Street.
3. Realign the north/south indicative road so it serves the deferred residential zone only.
4. Rezone the residual block of land on King Edward Street as Residential.

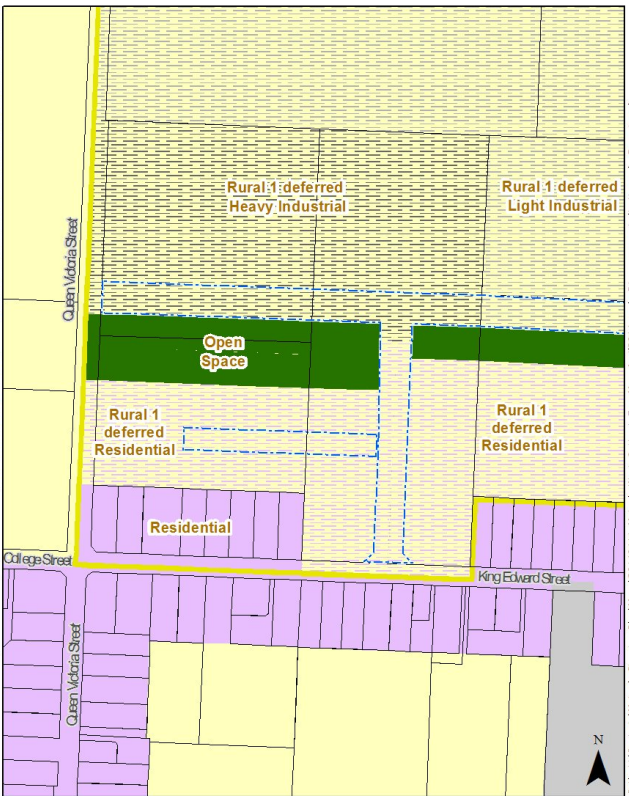
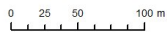
Reasons

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 (College Street).
2. The land comprises approximately 1 ha. This results in a small reduction in the amount of industrial land included in Plan Change 43 and relocation of the greenway to the low point behind the dwellings at 128 - 142 King Edward Street to provide better for stormwater management.
3. Provision of more residential zoning in the area north of these dwellings is considered inappropriate and could cause reverse sensitivity affects for the Motueka aerodrome located nearby.

Rose Biss
Environmental Policy Planner

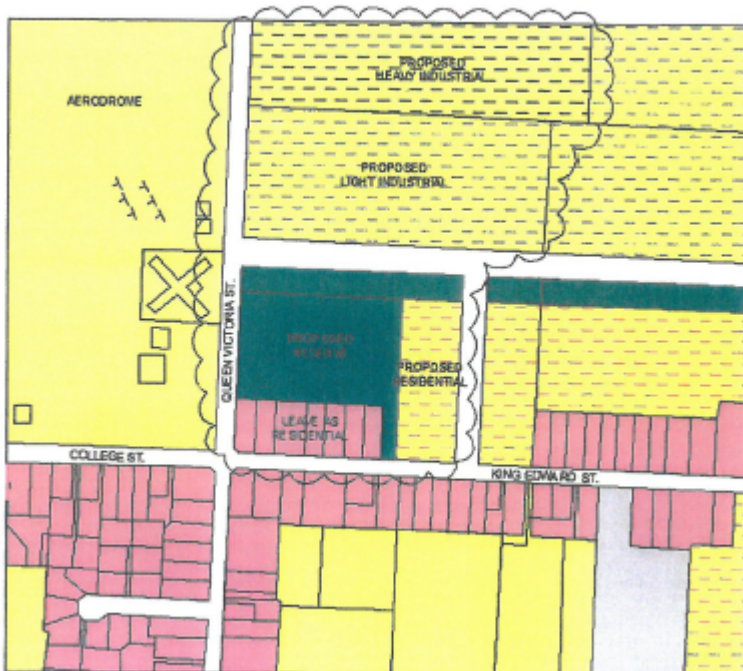


**Motueka West Plan Change 43
Option 1**



**Motueka West Plan Change 43
Option 2**

Path: V:\Projects\MotuekaStructurePlan\Map\20140411_MotuekaWest_Option1_ZoneMap_April2014.mxd. Diagrams are indicative only. Do not scale.



**Motueka West Plan Change 43
Option 3**