

**Subject:** Annual Plan 2010/11 Activity Report - District Policy

**Prepared by:** Kim Smith

**Meeting Date:** 5/6 May 2010

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## Report to COUNCIL for decision

### SUMMARY

Four submissions to the draft 2010/11 Annual Plan contained comments relating to the District Policy activity. Detailed officer responses and recommendations to these submissions are attached. The issues covered by these submissions were grouped into the following areas:

- Provisions relating to heavy vehicle movements in the Rural Industrial zone.
- Commercial hubs at Ballance Street and Harris Street.
- Heritage.

The following overarching issues/themes have emerged from the submissions:

- Heavy vehicle movements in the Rural Industrial zone – desire to see relaxation of restrictions during night-time hours.
- Desire to see Council address parking and drainage around Harris Street shops and Ballance Street village and a widening of Railway Lane.
- Protection of a view shaft known as the Cone of Vision.

### RECOMMENDATIONS

That Council

1. receives the report
2. approves all officer responses contained in Attachment 1 - District Policy submissions and responses
3. makes no changes to the draft Annual Plan 2010/11
4. resolves to:

Refer consideration of whether to initiate a review of the provisions relating to heavy vehicle movements in the Rural Industrial zone to the Environment & Policy Committee.

Kim Smith  
Activity Manager

Hans van Kregten  
Department Manager

## **1. BACKGROUND**

Material from four submissions relates to the District Policy activity.

Two of these submissions seek that Council initiate a review of the provisions in the Combined Regional Land and District Plan that restrict the movement of heavy vehicles in the Rural Industrial zone at Matawhero at night-time. The submitters consider that the existing provisions are overly restrictive and limit the operational capacity of industrial activities in the zone.

A submission by the New Zealand Historic Places Trust (NZHPT) seeks that Council resolve the long-standing issues over the Cook Landing Site and Cone of Vision, and that the resolution provides for the view shaft known as the Cone of Vision. This submitter also requests that council make provision for joint training between NZHPT and Council staff.

Another submitter seeks that Council instruct its Principal Urban Design Planner to investigate problems at Harris Street and Ballance Street commercial hubs, and in railway lane. Issues identified by the submitter include parking, widening of railway lane and drainage.

## **2. SIGNIFICANCE**

The Cone of Vision issue has a high degree of significance due to the potential financial costs to the Council and other stakeholders of the resolution process; and because of a relatively high level of controversy. However the issues will be addressed through the planning process and no significant decisions are sought at this time.

The other submissions address issues of less significance in terms of Council's significance policy.

## **3. CONSULTATION**

If the Environment and Policy Committee decides to proceed with a review of the heavy traffic provisions in the Rural Industrial zone further consultation will occur with stakeholders to identify options and issues.

Consultation has been occurring on the Cone of Vision issue will continue to occur through the plan change process.

Consultation on priorities for urban development occurred through the urban development strategy.

## **4. COMMUNITY OUTCOMES**

The submissions on the heavy traffic provisions in the Rural Industrial zone relate to community outcomes 'Environmentally Sustainable Tairāwhiti' and 'Prosperous Tairāwhiti'. The submitters are essentially asking Council to reconsider the compromise between the issues associated with these two outcomes.

The New Zealand Historic Place's submission on the Cone of Vision relates to community outcome 'Vibrant Tairāwhiti', as it is about how to shape our sense of identity and pride and reflect our region's unique heritage. The submission is also relevant to the community outcome 'Prosperous Tairāwhiti', in terms of implications for the operation of the port. It is intended that the planning project will review options to achieve these goals.

The submission on the commercial hubs at Ballance Street and Harris Street suggests further actions that relate to 'Safe Tairāwhiti' and 'Connected Tairāwhiti'. However Council's resources are limited and it is considered that a significant commitment to these areas should not be made.

## **5. LEVELS OF SERVICE**

No levels of service issues have been identified.

## **6. FINANCIAL**

Council will incur financial costs for research, consultation, etc. should the heavy traffic provisions in the Rural Industrial zone be referred to the Environment and Policy Committee and the Committee decide to review the provisions. However it is considered appropriate for the Council to review the provisions and accept these costs.

As discussed above, resolution of the Cook Landing Site and Cone of Vision issue has the potential to involve significant financial costs to the Council and other stakeholders. However there are also significant financial implications associated with the status quo e.g. a lack of certainty over future port development opportunities and constraints.

It is acknowledged that there are issues at Ballance Street and Harris Street associated with infill development and expansion of the commercial area. However a comprehensive investigation of issues around Ballance Street and Harris Street commercial hubs, as suggested by the submitter, with the expectation of infrastructure works such as road widening, drainage and parking reconfiguration would require significant time and financial investment. This is not considered a priority at this time.

## **7. LEGAL**

No legal issues have been identified.

## **8. POLICY**

Development of the Gisborne Urban Development strategy provided an opportunity to identify priorities with the community on urban development in the city. Elgin and Kaiti were identified as priorities for concentrating resources through the identified 'revitalisation' projects; not Harris Street and Ballance Street.

## Summary and Response by Issue

For: Annual Plan 2010/11 - DISTRICT POLICY

Issue	Submitter
<b>District Policy</b>	
55	Eastland Wood Council
<p>Request a change to clause 19.14.11 (Traffic) of the district plan. This clause prohibits heavy vehicle movement outside the hours 0600 to 2100, which places severe limitations on the operations of various businesses in the Matawhero/ McDonalds rd area. Some of these limitations are: 1. Hikurangi farms will be operating 24 hours and they will not be able to maintain steady supply of logs. 2. Juken NZ operates their Matawhero mill, and their operations are restricted. The area is now an industrial park and it is now inappropriate that transport to and from such major industries be restricted to less than 24 hours a day. 3. GDC needs to recognise that spreading the flow of trucking over 24 hours will significantly reduce the heavy traffic concentrations during the day. 4. The Eastern Port storage yard at Matawhero should be able to operate freely otherwise there will be expensive logistic and planning issues during ship loading. 5. The Matawhero area is designated Rural Industrial so to have restrictions is a disincentive to investment in new industrial capacity. The wood industry would be happy to install rigorous discipline around "quiet driving rules" so as to minimise the impact of night time heavy transport.</p> <p><i>Officer Response: The submitter's concerns are acknowledged. This matter will be referred to the Environment and Policy Committee to decide whether to initiate a review of the provisions. No changes are needed to the Annual Plan. Officer Recommendation: That there be no change to the draft Annual Plan. That the item be referred to the Environment and Policy Committee for further consideration.</i></p>	
58	Eastland Port Limited
<p>In order for the Matawhero Rural B Industrial Zone to operate as a true industrial zone, the prohibition of heavy vehicles moving in this zone from 9pm to 6am must be removed from the district as a matter of urgency. A council initiated plan change is the most cost effective and timely way of achieving this.</p> <p><i>Officer Response: The submitter's concerns are acknowledged. This matter will be referred to the Environment and Policy Committee to decide whether to initiate a review of the provisions. No changes are needed to the Annual Plan. Officer Recommendation: That there be no change to the draft Annual Plan. That the item be referred to the next Environment and Policy committee for further consideration.</i></p>	
65	Thorpe, Margaret Ann
<p>Request council give attention to the rapid growth at the shopping hubs of both Ballance street and Harris street shops. Provision of parking has not kept pace with the growth and there are irregularities in some planning issues. The railway lane needs urgent attention and parking should be controlled so cars can pass. Recommend that the principal urban planner investigate the problems at Harris and Ballance Street shopping areas, considering the widening of railway lane and any associated drainage and parking issues. The funding should be included in the ten year plan to make the changes needed.</p> <p><i>Officer Response: Development of the Gisborne Urban Development strategy provided an opportunity to identify priorities with the community on urban development in the city. Elgin and Kaiti were identified as priorities for concentrating resources through the identified revitalisation projects; not Harris Street and Ballance Street. It is acknowledged that there are issues at Ballance Street and Harris Street associated with infill development and expansion of the commercial area. However a comprehensive investigation of issues around Ballance Street and Harris Street commercial hubs, as suggested by the submitter, with the expectation of infrastructure works such as road widening, drainage and parking reconfiguration would require significant time and financial investment. This is not considered a priority at this time. However Council has, and will continue to, address minor issues as they arise e.g. it has in recent years changed signage for intersection improvement, repaired footpaths and potholes, etc. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	

## Summary and Response by Issue

For: Annual Plan 2010/11 - DISTRICT POLICY

Issue	Submitter
70	Historic Places Trust

Supports Council's intention to give priority to the resolution of outstanding planning matters, in particular the Cone of Vision. Requests that Council seek a resolution that respects the heritage values of the Cook Landing Site and provides for the view shaft of the Cone of Vision. Requests that council make provision for a joint training initiative between NZHPT staff and council planning staff in regard to heritage matters. NZHPT has received a request from GDC staff for this action.

*Officer Response: We acknowledge that NZHPT seeks a resolution to the Cone of Vision that respects the heritage values of the site and provides for a view shaft from the cone of vision. Staff plan to carry out an evaluation of options relating to protection and promotion of the heritage values associated with Cook's landing. A view shaft will be evaluated as one option. It is considered that a training session for consent staff with NZHPT has merit. This could be completed for little cost and within existing budgets. Officer Recommendation: That there be no change to the draft Annual Plan.*