

ECM Project: DPRPh5-03
ECM #
Submission #
Customer # 124314
Property # N/A

Submission on the Proposed Waikato District Plan

To: The Chief Executive
Waikato District Council
districtplan@waidc.govt.nz

Name of submitter: Van Den Brink Group

1. Introduction

- 1.1. This is a submission on the Proposed Waikato District Plan (Proposed Plan).
- 1.2. The submitter could not gain an advantage in trade competition through this submission.

2. The submitter has interests in:

- A number of properties on Ryders Road, two of which are zoned Business (18 Ryders Road and former dairy factory site on Ryders Road) and one of which is zoned Rural-Residential (24 Ryders Road) under the Operative Waikato District Plan (Franklin Section).
- the Whangarata Business Park, which is currently zoned Industrial Zone under the Operative District Plan (Franklin Section).

3. Specific Concerns – Business and Industrial Zone

- 3.1. With respect to the Business and Industry zone provisions the submitter has numerous concerns as attached. In general the submitter is concerned by the proposals to utilise outdated Waikato Section controls in the former Franklin area where these are clearly more conservative and less enabling than the provisions of the current Franklin Section, and in comparison to the adjoining Auckland Unitary Plan provisions, are considerably more onerous and less supportive of economic development, employment and development opportunities.

- 3.2. The submitter is concerned that the proposed Industrial Zone is significantly more restrictive than the Light Industrial Zone being applied by Auckland Council in Pukekohe, Waiuku and Drury South. Given the immediate proximity of these large industrial areas, there would seem to be no rationale as to why the Council is seeking to restrict the development potential of the Waikato Industrial Zone. The Council is effectively placing industrial zoned land at a competitive disadvantage when compared with Auckland.
- 3.3. Furthermore, the proposed Plan effectively creates a downzoning of the submitters landholding at Ryders Road (from Business Zone to Industry) and will remove development potential and commercial value.
- 3.4. The proposed Business and Industrial Zones are less enabling than the existing operative zones applied at Tuakau and Pokeno. The submitter considers that these operative provisions provide an example of how the purpose of the Act and Regional Policy Statement considerations are being met, and these are considered to be better in terms of meeting the statutory requirements of the Act when compared with the Proposed Plan.
- 3.5. The proposed provisions reflect outdated and less efficient and effective planning rules when compared to zones applying to the current Franklin Section and other Districts where industry and business activities are enabled. If the rules for development are too onerous industrial development and hence employment will simply move to the more enabling zones in Auckland. This does not support economic development, employment and the provision of wellbeing.

4. Relief Sought

- 4.1. The specific reasons and relief are outlined in the attached table – Attachment 1.
- 4.2. The submitter seeks the following decision from the Council:
- that the proposed provisions be amended to address the concerns set out in this submission so as to provide for the sustainable management of the District's natural and physical resources and thereby achieve the purpose of the RMA.
 - any other additional or consequential relief to the Proposed Plan, including but not limited to, the maps, issues, objectives, policies, rules, discretions, assessment criteria and explanations that will fully give effect to the matters raised in this submission.
- 4.3. Suggested relief to deal with the concerns in this submission is set out in the attached table – Attachment 1. However, there may be other

methods or relief that are able to address the submitter's concerns, and the suggested revisions do not limit the generality of the reasons for this submission.

5. General Reasons for Relief Sought

5.1. The detailed reasons for the submitter's position are set out in the attached table. However, at a general level, for the provisions of the Proposed Plan that the submitter supports, those provisions:

- will promote sustainable management of resources, achieve the purpose of the RMA and are not contrary to Part 2 and other provisions of the RMA;
- will enable the social, economic and cultural well-being of the community in the District;
- will meet the reasonably foreseeable needs of future generations; and
- represent the most appropriate means of exercising the Council's functions, having regard to the efficiency and effectiveness of the provisions relative to other means.

5.2. For those provisions of the Proposed Plan that the submitter opposes, those provisions require amendment, as sought in the attached table. This is because, without the amendments proposed by the submitter, the provisions:

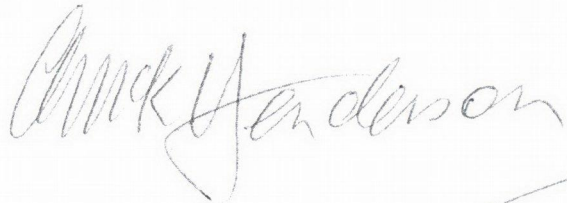
- will not promote sustainable management of resources, will not achieve the purpose of the RMA and are contrary to Part 2 and other provisions of the RMA;
- will not enable the social and economic wellbeing of the community in the District;
- will not sustain the potential of the physical resource represented by the submitter's assets in the District for the future;
- are not adequate to protect and enable the submitter's operations in the District generally;
- do not have sufficient regard to the efficient use and development of the submitter's assets and of those resources which are dependent on, or benefit from, the submitter's assets and operations; and
- do not represent the most appropriate means of exercising the Council's functions, having regard to the efficiency and

effectiveness of the provisions relative to other means, and do not discharge the Council's duty under section 32 of the RMA.

6. Other

- 6.1. The submitter requests that the Council undertake alternative dispute resolution procedures prior to the hearings on the Proposed Plan, so that the issues underpinning this submission can be better resolved without the need to rely on substantial participation in the formal hearing process.
- 6.2. The submitter wishes to be heard in support of its submission.
- 6.3. If others make a similar submission, the submitter will consider presenting a joint case with them at any hearing.

Signature:



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Van Den Brink Group

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Date: 8 October 2018

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Attachment 1: Van Den Brinks Group

#	Section of the Proposed District Plan	Support Oppose	Relief Sought	Reasons
Planning Maps				
1.	Planning Maps	Oppose	Rezone the properties at Ryders Road (as shown in Attachment 2) as Business Zone.	<ul style="list-style-type: none"> • This proposed rezoning effectively represents a downzoning of this land and will remove development potential and commercial value. • The Council should not be zoning based solely on current land uses, rather it should take taking into account long term planning and growth (ie. future planning as its charged to do under the RMA). • The land is situated within close proximity to the centre of Tuakau and, with redevelopment, can provide good commercial opportunities to support the residential growth projected for this area (population is expected to double in the next 20 years). • The location of this land lends itself to commercial development opportunities such as retail, office, etc to support an increasing population and for this reason the rezoning of this land from the current Franklin Business Zone to Industrial would represents a poor planning outcome. • The District Plan review has not sought to rezone additional business or industrial land in Tuakau even though the predicted population growth is significant, as evident from the large areas in Tuakau shown for residential growth. Consequently, the potential self sufficiency of Tuakau for retail, commercial services and employment activities will be reduced as the population grows. This is not effective or efficient resource management, nor does it promote the wellbeing of the local community. • The expansion of the zone into 24 Ryders Road, also reflects the use of that part of the site for car parking associated with the existing processing plant (as authorised by resource

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#	Section of the Proposed District Plan	Support Oppose	Relief Sought	Reasons
				consent). This land also provides an effective opportunity for increased business development opportunities as Tuakau grows
2.	Planning Maps	Support	Retain the Industrial zoning shown on the submitter's properties at Whangarata Road Business Park.	<ul style="list-style-type: none"> The retention of an industrial zone over the submitter's properties represents the most appropriate zone for the land and reflects its existing zoning under the Franklin Section of the District Plan.
Section B: Chapter 4.5 – Business and Town Centre Zone				
3.	4.4.1 Objectives	Support in part	Support insofar as it gives effect to the submitters sought relief	<ul style="list-style-type: none"> The submitter supports this objective to the extent that the submitters land is zoned Business as shown in Attachment 2.
4.	4.5.2 Policy	Support in part	Support insofar as it gives effect to the submitters sought relief	<ul style="list-style-type: none"> The submitter supports this policy to the extent that the submitters land is zoned Business as shown in Attachment 2.
5.	4.5.4 Policy	Support in part	Support insofar as it gives effect to the submitters sought relief	<ul style="list-style-type: none"> The submitter supports the intention of the policy to enable a range of commercial activities, subject to the relief sought by the submitter.
6.	4.5.8 Policy	Support in part	Support insofar as it gives effect to the submitters sought relief	<ul style="list-style-type: none"> The submitter supports the intention of the policy to enable large scale retail and commercial activities in the Business Zone, however this is not reflected in the land use provisions.
7.	4.5.9 Policy	Support in part	Support insofar as it gives effect to the submitters sought relief	<ul style="list-style-type: none"> The submitter supports the intention of the policy to provide for employment opportunities in the Business Zone, subject to the relief sought by the submitter.
8.	4.5.10 Policy	Support in part	Support insofar as it gives effect to the submitters sought relief	<ul style="list-style-type: none"> The submitter supports the intention of the policy to enable large scale retail and commercial activities in the Business Zone, however this is not reflected in the land use provisions.
9.	4.5.11 Policy	Support in part	Support insofar as it gives effect to the submitters sought relief	<ul style="list-style-type: none"> The submitter supports the intention of the policy to mixed use developments and in particular residential activities in the Business Zone. However, the submitter considers that providing for more than one residential activity as a RD only

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#	Section of the Proposed District Plan	Support Oppose	Relief Sought	Reasons
				does not give effect to this policy in the most efficient way.
10.	4.5.25 Objective	Oppose	Support insofar as it gives effect to the submitters sought relief	<ul style="list-style-type: none"> The objective only requires maintenance of character – this is not consistent with developing new business areas to support residential growth.
11.	4.5.26-4.5.28 Policies	Support in part	Support insofar as it gives effect to the submitters sought relief	<ul style="list-style-type: none"> The submitter supports the intention of these policies to managing effects in the Business Zone (and on other more sensitive activities in adjoining zones) subject to the relief sought by the submitter.
12.	4.5.29 Policy	Oppose	Delete the policy reference to design guidelines and architectural form.	<ul style="list-style-type: none"> The policy is not supported by the rules and is inconsistent with the relief sought elsewhere in this submission.
13.	4.5.30 Objective	Support in part	Support insofar as it gives effect to the submitters sought relief	<ul style="list-style-type: none"> The submitter supports the intention of the objective to protect amenity values, subject to the relief sought by the submitter.
14.	4.5.31 Policy & 4.5.33 Policy	Support in part	Support insofar as it gives effect to the submitters sought relief	<ul style="list-style-type: none"> Policy 33 is duplicate of 31. The submitter supports the intention of the objective to protect amenity values, subject to the relief sought by the submitter.
15.	4.5.32 Policy & 4.5.42 Policy	Oppose	Delete clause (ii) to reduce height adjoining residential or reserve zoned land.	<ul style="list-style-type: none"> Policy 42 is duplicate of 31 The policy is not supported by the rules and is inconsistent with the relief sought elsewhere in this submission.
Section B: Chapter 4.6 - Industrial and Heavy industrial Zone				
16.	4.6.1 Objective	Support in part	Support insofar as it gives effect to the submitters sought relief	<ul style="list-style-type: none"> The submitter supports this objective to the extent that the submitter's Whangarata Road land retains its industrial zone, however the enabling provisions to support economic growth are not reflected in the land use provisions.
17.	4.6.2 Policy	Support	Support insofar as it gives effect to the	<ul style="list-style-type: none"> The submitter supports the intention of the policy to enable a range of activities, however this is not reflected in the land

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		in part	submitters sought relief.	use provisions.
18.	4.6.3 Policy	Support	Support insofar as it gives effect to the submitters sought relief.	<ul style="list-style-type: none"> The submitter supports the intention of the policy to enable a sufficient supply of industrial zone land, which includes the zoning of the submitters landholding at Whangarata Road.
19.	4.6.4 Policy	Support in part	Support insofar as it gives effect to the submitters sought relief.	<ul style="list-style-type: none"> The submitter supports the intention of the policy to enable ancillary activities to industrial activities, however this is not reflected in the land use provisions.
20.	4.6.5 Policy	Support in part	Support insofar as it gives effect to the submitters sought relief.	<ul style="list-style-type: none"> The submitter supports the intention of the policy to recognise and provide for existing industrial activities, however this is not reflected in the land use provisions.
21.	4.6.6 Objective	Support in part	Support insofar as it gives effect to the submitters sought relief.	<ul style="list-style-type: none"> The submitter supports the intention of this objective to manage adverse effects on sensitive activities in other zones and ecosystems, however, the provisions are unnecessarily restrictive and could be modifies as per the submitters relief to achieve the same outcome.
22.	4.6.7 Policy	Support in part	Support insofar as it gives effect to the submitters sought relief.	<ul style="list-style-type: none"> The submitter supports the intention of this objective to manage adverse effects on sensitive activities in other zones and ecosystems, however, the provisions are unnecessarily restrictive and could be modifies as per the submitters relief to achieve the same outcome.
Section B: Chapter 4.7 - Urban Subdivision and Development				
23.	Policy 4.7.2	Oppose in part	Provide for an exclusion to this Policy for Industrial zones	<ul style="list-style-type: none"> The policy requires subdivision design and layout to adhere to a grid pattern and which enable public viewing for all urban zones – these features are unnecessarily restrictive for industrial development. As Industrial areas are generally of a "lower amenity" than town centre or residential areas, and subject to less pedestrian thoroughfare, there is no reason to require industrial areas to adhere to the same amenity

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				standards as residential and higher amenity zones.
24.	Policy 4.7.3	Support in Part / Oppose in part	Delete reference to any requirement to adhere to "Guidelines" in policy and ensure that the policy enables infill development in existing residential areas without making it adhere to the same standards as new greenfield development.	<ul style="list-style-type: none"> • Policies should not require development to adhere to guidelines – the direct outcome should instead be the matters listed in the policy. • The police outcomes seek to achieve design and layout which is only readily achievable on new greenfield sites, rather than infill development in existing towns. The policy should make a distinction between the outcomes to be achieved in each scenario.
25.	Policy 4.7.5	Oppose in part	Provide for an exclusion to this Policy for Industrial zones for provision of cycleways/pedestrian connections	<ul style="list-style-type: none"> • As Industrial areas are subject to less pedestrian thoroughfare or recreational cyclist facilities, there is no reason to require industrial areas to adhere to the same amenity standards as residential and higher amenity zones.
26.	Policy 4.7.7	Support	Policy (a) supports maximising yield for subdivision. The submitter supports this intent to the extent that the industrial lot sizes are retained or reduced.	<ul style="list-style-type: none"> • The proposed lot sizes are considered as a minimum the efficient use of land for industrial activities, whilst enabling provision for industrial subdivision. The policy in its current formal would also support a reduction in average or minimum lot size.
27.	Policy 4.7.9	Oppose in part	<p>Provide for an exclusion to this Policy for Industrial zones for provision of cycleways/pedestrian connections</p> <p>AND</p> <p>Ensure that the policy enables infill development in existing residential areas without making it adhere to the same standards as new greenfield development.</p>	<ul style="list-style-type: none"> • As Industrial areas are subject to less pedestrian thoroughfare or recreational cyclist facilities, there is no reason to require industrial areas to adhere to the same amenity standards as residential and higher amenity zones. • The police outcomes seek to achieve design and layout which is only readily achievable on new greenfield sites, rather than infill development in existing towns. The policy should make a distinction between the outcomes to be achieved in each scenario.
28.	Policy 4.7.10	Oppose	Provide for an exclusion to this Policy for Industrial zones for provision of	<ul style="list-style-type: none"> • As Industrial areas are subject to less pedestrian thoroughfare or recreational cyclist facilities, there is no

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#	Section of the Proposed District Plan	Support Oppose	Relief Sought	Reasons
		in part	cycleways/pedestrian connections	reason to require industrial areas to adhere to the same amenity standards as residential and higher amenity zones.
Section B: Chapter 6.4 – Infrastructure, Subdivision and Development				
29.	Objective 6.4.1	Support in part / Oppose in part	Support insofar as it gives effect to the submitters sought relief.	<ul style="list-style-type: none"> The submitter supports the intention of the objective, subject to the relief sought elsewhere in this submission.
30.	Policy 6.4.5	Oppose	Provide for an exclusion to (i) and (ii) for Industrial zones	<ul style="list-style-type: none"> As Industrial areas are subject to less pedestrian thoroughfare or recreational cyclist facilities, there is no reason to require industrial areas to adhere to the same amenity standards as residential and higher amenity zones.
Section C: Chapter 14.12 - Transportation				
31.	14.12.1 – Permitted Activities	Oppose	Delete P4(c) in its entirety	<ul style="list-style-type: none"> The applicant is concerned at the traffic generation threshold allowable for the Business zone, being "Maximum 300 vehicle movements per day and no more than 15% of these vehicle movements are heavy vehicle movements". The Business zones are characterised by heavy vehicle movements and to limit these to only 15% of the trip generations unnecessarily restrictive on business operations. Furthermore the objectives and policies do not support this restriction on transportation.
32.	14.12.1 – Permitted Activities	Oppose	Delete P4(e) in its entirety	<ul style="list-style-type: none"> The applicant is concerned at the traffic generation threshold allowable for the Industry zone, being "Maximum 250 vehicle movements per day and no more than 15% of these vehicle movements are heavy vehicle movements". The Industrial zones are characterised by heavy vehicle movements and to limit these to only 15% of the trip generations unnecessarily restrictive on industrial operations. Furthermore the objectives and policies contained in

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				Chapter 6.5 do not support this restriction on transportation.
Section C: Chapter 17 – Business Zone				
33.	Rule 17.1.2 – Permitted Activities	Support in part / Oppose in part	The submitter supports the inclusion of those activities listed as P1-P14 as Permitted Activities – however opposes the exclusion of retail activities. The submitter seeks that Rule 17.1.2 specifically include retail activities as Permitted activities	<ul style="list-style-type: none"> The specific activity status of retail activities is unclear – it could fall under a “commercial activity” however, in the Town Centre zone it is a specifically listed activities which could cause ambiguity for future resource consent applications. Large format retail is specifically envisaged by Policy 4.5.8 and 4.5.10.
34.	Rule 17.1.2 Permitted Activities	Oppose	Insert as a permitted activity the construction of a building for any permitted activity (which complies with the development controls)	<ul style="list-style-type: none"> The activity status of buildings is unclear, the amendment is needed to clarify the activity status.
35.	Rule 17.1.2-3	Oppose in part	Insert as a Permitted Activity more than one dwelling (i.e. multi unit development)	<ul style="list-style-type: none"> Mixed use development should be encouraged in the Business Zones as well as maximising an efficient use of land. Only enabling one dwelling per building as a permitted activity is inefficient.
36.	17.2.2 – Servicing and hours of operation	Oppose	Delete in its entirety	<ul style="list-style-type: none"> This control is without precedent and represents a restrictive and inappropriate regime
37.	17.2.3 – On Site parking areas - Landscaping	Support in part	Support the 1.5m landscape strip but would support a reduction.	<ul style="list-style-type: none"> The control is considered suitable to ensure adequate amenity, but the submitter would also support a reduction in width.
38.	17.2.5.1 - Earthworks	Support	Retain the earthworks standards of the Proposed Plan	<ul style="list-style-type: none"> The control is appropriate in managing effects.
39.	17.2.7.1 Signs	Oppose	Insert clarification that (a) applies to free	<ul style="list-style-type: none"> There is no reason restrict signage of buildings to the criteria

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	P2(a)	in Part	standing signs only	in (a).
40.	17.2.7.1 Signs P2	Oppose in Part	As minimum the signage rules be increased to allow for a minimum of 10m ² per site.	<ul style="list-style-type: none"> The signage rules are unnecessarily restrictive in terms of free standing sign size being limited to one sign per site at 3m². This does not take into account the use of a site for more than one activity and combined with the allowance for all other signs to be 1 m² would create more visual clutter than allowing a larger free standing in the first instance.
41.	17.2.7.1 Signs OR Definitions	Oppose in Part	Signs should be excluded from the yard setbacks (and if the above relief on daylight admission is not granted also excluded from rule 20.3.3) OR the definition of buildings modified to excluded free-standing signs	<ul style="list-style-type: none"> Without the proposed exclusions signs should not be easily visible from the road, as they would be classified as a "building" – this will create significant costs of compliance to achieve signage for site identification purposes.
42.	17.2.7.2 – Signs Effects on traffic	Oppose in Part	Specify that Rule 20.2.7.2 does not apply to site identification signs	<ul style="list-style-type: none"> It is unclear what is meant by "any sign directed at road users" – arguably any sign for identification of a business could be deemed to be directed at road user – however effects associated with identification signs are already managed by rule 20.2.7.1.
43.	17.3.2. – Daylight Admission	Oppose	Increase height from 2.5 to 3m	<ul style="list-style-type: none"> There is no justification to reduce the height to boundary recession plane to a height which is lower than the previous Franklin provisions.
44.	17.3.4.1 (i) - Building setback	Oppose	Reduce setback between sites with other zones to 3m.	<ul style="list-style-type: none"> There is no justification to increase the yard setbacks to 7.5m when the previous Franklin provisions were more permissive.
45.	17.3.7 – Outdoor Living	Oppose	The balcony size requirements are too onerous and should be reduced to 8m ²	<ul style="list-style-type: none"> The balcony size requirements are too onerous and should be reduced to as a maximum the former Franklin standard. There is no justification to increase the balcony size from 8m²

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			and a depth of 1.5m	to 15m2.
46.	17.4.1 (a) – Subdivision General	Support	Support minimum lot size of 225m2	<ul style="list-style-type: none"> The proposed lot sizes are considered an efficient use of land for business activities. The submitter would also support a decrease in minimum area.
Section C: Chapter 20 – Industrial Zones				
47.	Rule 20.1.1 Permitted Activities	Oppose in Part	<p>To have as a minimum, the following included as Permitted Activities:</p> <ul style="list-style-type: none"> (a) Hire Centres (b) Wholesale (c) Trade Supply outlet (d) Transport depot (e) Garden Centres (f) Retailing of agricultural and industrial motor vehicles and machinery (g) Processing, storage, distribution and sale (wholesale or retail) of aggregates 	<ul style="list-style-type: none"> Under the Proposed Plan there is no activity distinction between those activities provided for in the Heavy Industry zone and the Industry zone – the listed permitted activities are the same. This is inconsistent with Policy 4.6.2 which seeks to provide for "different functions" with the zones, but also a "range of activities". The range of permitted activities is too constrained and does not take into account activities which are more land intensive and of a lower amenity values, which should locate in these areas rather than the Business Zone (where they are otherwise provided for as "commercial activities"). These activities could reasonably locate in an Industry area (and not be incompatible with surrounding activities) and do not fall under the listed P1-P6 and unless specifically provided for would therefore default to Non-Complying (under NC1).
48.	Rule 20.1.1 Permitted Activities	Oppose	Delete any restriction on gross floor area removed and the rule amended to allow for any office which is ancillary to a permitted activity	<ul style="list-style-type: none"> There is no reason to arbitrarily restrict offices associated with permitted activities where these support the efficient and effective operation of a permitted activity.
49.	Rule 20.1.1 Permitted Activities	Oppose	Insert as a permitted activity the construction of a building for any permitted activity (which complies with the development controls)	<ul style="list-style-type: none"> The activity status of buildings is unclear, the amendment is need to clarify the activity status.

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50.	20.2.1 – Servicing and hours of operation	Oppose	Delete in its entirety	<ul style="list-style-type: none"> This control is without precedent and represents a restrictive and inappropriate regime
51.	20.2.2 – Landscape Planting	Oppose	Modify the requirement for required planting to be a Controlled Activity, to become a Permitted Activity instead.	<ul style="list-style-type: none"> This control is without precedent and represents a restrictive and inappropriate regime
52.	20.2.2(b) – Landscape Planting	Oppose	Delete in its entirety	<ul style="list-style-type: none"> This control creates a mandatory requirement for planting of streams irrespective of what the proposal is (for example a car parking shortfall) and without any consideration of the costs associated with the rule)
53.	20.2.3 - Noise	Support	Retain the noise standards of the Proposed Plan	<ul style="list-style-type: none"> The control is appropriate in managing effects between zones.
54.	20.2.4 – Glare and Artificial Light Spill	Oppose in Part	Insert an exclusion for this rule so that it does not apply between sites in the industrial zones	<ul style="list-style-type: none"> The submitter seeks that these rules should only apply to sites adjoining a residential, reserve or countryside living zone (similar to the landscape screening and lower noise limits) and should not be applicable between Industrial sites.
55.	20.2.2.5.1 - Earthworks	Support	Retain the earthworks standards of the Proposed Plan	<ul style="list-style-type: none"> The control is appropriate in managing effects.
56.	20.2.7.1 Signs P2(a)	Oppose in Part	Insert clarification that (a) applies to free standing signs only	<ul style="list-style-type: none"> There is no reason restrict signage of buildings to the criteria in (a).
57.	20.2.7.1 Signs P2	Oppose in Part	As minimum the signage rules be increased to allow for 10m2 per site.	<ul style="list-style-type: none"> The signage rules are unnecessarily restrictive in terms of free standing sign size being limited to one sign per site at 3m2. This does not take into account the use of a site for more than one activity and combined with the allowance for all

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				other signs to be 1 m2 would create more visual clutter than allowing a larger free standing in the first instance.
58.	20.2.7.1 Signs OR Definitions	Oppose in Part	Signs should be excluded from the yard setbacks (and if the above relief on daylight admission is not granted also excluded from rule 20.3.3) OR the definition of buildings modified to excluded free-standing signs	<ul style="list-style-type: none"> Without the proposed exclusions signs should not be easily visible from the road, as they would be classified as a "building" – this will create significant costs of compliance to achieve signage for site identification purposes.
59.	20.2.7.2 – Signs Effects on traffic	Oppose in Part	Specify that Rule 20.2.7.2 does not apply to site identification signs	<ul style="list-style-type: none"> It is unclear what is meant by "any sign directed at road users" – arguably any sign for identification of a business could be deemed to be directed at road user – however effects associated with identification signs are already managed by rule 20.2.7.1.
60.	20.2.8 Outdoor Storage of goods for material	Oppose	Delete clause (iv)	<ul style="list-style-type: none"> The submitter opposes any restriction on the percentage of the site allowable to be used for storage should be deleted, as storage activities are permitted. Any visual effects associated with outdoor storage are already mitigated by the maximum height, setback and screening requirements contained in this rule.
61.	20.3.1 – Building Height	Oppose	Increase the maximum height to 18m or greater	<ul style="list-style-type: none"> A height of 18m is similar to that which has already started to develop/establish in the Whangarata Industrial zone, and there is no reason for this height to be decreased to 15m.
62.	20.3.3 – Daylight Admission	Oppose	Increase height from 2.5 to 3m AND specifically exclude roads from any daylight admission plane	<ul style="list-style-type: none"> There is no justification to reduce the height to boundary recession plane to a height which is lower than the previous Franklin provisions when the maximum height have been kept the same. There is no reason to apply a daylight recession plane against roads in the Industrial zones as these areas are generally lower amenity and less pedestrian trafficked – so there is no reason to apply a daylight restriction against the

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#	Section of the Proposed District Plan	Support Oppose	Relief Sought	Reasons
				road network.
63.	20.3.4.1 – Building setback	Support in Part	Retain as a maximum a front yard setback of 5m (which should not be increased), and that (ii) does not apply to boundaries of other industrial zone sites.	<ul style="list-style-type: none"> A front yard setback of 5m is similar to that which has already started to develop/establish in the Whangarata Industrial zone, and there is no reason for setback to be increased. The submitter would support a decrease in setback. The submitter supports the provisions for side yards to only apply to zones other than the Industrial and Heavy Industrial zones – this is also backed up with the daylight provisions which also do not apply to adjoining industrial zoned sites
64.	20.3.4.1 (ii)– Building setback	Oppose	Reduce setback between sites with other zones to 3m.	<ul style="list-style-type: none"> There is no justification to increase the yard setbacks between the industrial zones site which other zones to 7.5m when the previous Franklin provisions were more permissive. The 3m landscape buffer is sufficient, and there is no reason to have an additional 4.5m of building setback.
65.	20.4.1(a) – Subdivision General	Support	Support minimum lot size of 1000m ² and average of 2000m ²	<ul style="list-style-type: none"> The proposed lot sizes are considered an efficient use of land for industrial activities. The submitter would also support a decrease in minimum area and average.
66.	20.4.1(a) – Subdivision General	Oppose	20% restriction of rear lots be deleted	<ul style="list-style-type: none"> The restriction on 20% rear sites creates inefficiencies of land resources (which are already scarce) as it will significantly reduce the amount of land available for industrial activities (and other similar uses). Furthermore as these types of areas are generally of a "lower amenity" than town centre or residential areas, and subject to less pedestrian thoroughfare, there is no reason to restrict the number of rear lots created via subdivision.

Attachment 1: Van Den Brinks Group

Attachment 2

