

Appendix B – Recommendations on Submissions for McNab

Submissi on Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
Planning Maps							
S103.002	McNabb Management Ltd	Zone map layers	GRZ-MAP	Support in part	1.Retain the proposed Rural Lifestyle Zone over part of land located at 10 McKinnon Road, but amend the area and boundaries as shown on the concept plan attached to and forming part of this submission. 2.Retain the proposed General Rural Zone over part of land located at 10 McKinnon Rd, but amend the area and boundaries as shown on the attached concept plan and overlay that General Rural Zone with a Rural Industrial Precinct called 'PREC14 - McNabb Rural Industry Precinct.' 3.Add a new Māori Special Purpose Zone as shown on the concept plan. 4.Add a deferred Light Industrial Zoning over 10 hectares of the proposed GRUZ-PREC14 adjoining Waipawa Highway/SH 1 as shown in the concept plan, with the zoning deferred until such time as: - Te Ika Rama Marae is relocated to the new Māori Special Purpose Zone at 10 McKinnon Rd; and - An alternative access road is provided from Waipawa Highway/SH 1 as shown in the concept plan.	Proposed amendments support a bespoke development concept for the property at 10 McKinnon Rd as a kainga nohoanga: providing opportunities for living, working and community while maximising the natural capital of the property and its surroundings. The requested amendments to the proposed zonings work with the geography of the site: - Developing around rather than over existing water bodies and natural drainage patterns; - Promoting an extensive area for biodiversity enhancement, mahinga kai and flood management on those parts of the property which have those characteristics; - Relocating Te Ika Rama Marae to higher ground and providing opportunities for associated housing and community facilities; - Using the concept of clustering and open space, to provide a rural lifestyle development that is rural in character, has a low environmental footprint, and retains options for productive use of the land; and - Providing rural industrial support facilities in an appropriate location.	Accept in part
FS14.058	NZ Transport Agency Waka Kotahi			Oppose	Disallow	While the proposed McNabb Rural Industry Precinct would be accessed directly from a local road, that local road connects to State Highway 1 a short distance away. The proposed amendments sought by MML to enable the creation of the McNabb Rural Industry Precinct, which includes an area of deferred Light Industrial Zoning, do not give the New Zealand Transport Agency (NZTA) sufficient certainty about the expected traffic generation that will arise as this precinct is developed, and what upgrades to the local road intersection with State highway 1 might be required and when. We consider that an Integrated Transport Assessment needs to be completed to identify the traffic effects of the proposed precinct, and when the highway intersection would need to be upgraded. NZTA would want provisions included in the Plan to manage the intersection.	Accept in part
S103.029	McNabb Management Ltd	Zone map layers	RLZ-MAP	Support in part	Retain the proposed Rural Lifestyle Zone over part of land located at 10 McKinnon Road, but amend the area and boundaries as shown on the concept plan attached to and forming part of this submission. Retain the proposed General Rural Zone over part of land located at 10 McKinnon Rd, but amend the area and boundaries as shown on the attached concept plan and overlay that General Rural Zone with a Rural Industrial Precinct called 'PREC14 - McNabb Rural Industry Precinct.' Add a new Māori Special Purpose Zone as shown on the concept plan. Add a deferred Light Industrial Zoning over 10 hectares of the proposed GRUZ-PREC14 adjoining Waipawa Highway/SH 1 as shown in the concept plan, with the zoning deferred until such time as: - Te Ika Rama Marae is relocated to the new Māori Special Purpose Zone at 10 McKinnon Rd; and - An alternative access road is provided from Waipawa Highway/SH 1 as shown in the concept plan	Proposed amendments support a bespoke development concept for the property at 10 McKinnon Rd as a kainga nohoanga: providing opportunities for living, working and community while maximising the natural capital of the property and its surroundings. The requested amendments to the proposed zonings work with the geography of the site: - Developing around rather than over existing water bodies and natural drainage patterns; - Promoting an extensive area for biodiversity enhancement, mahinga kai and flood management on those parts of the property which have those characteristics; - Relocating Te Ika Rama Marae to higher ground and providing opportunities for associated housing and community facilities; - Using the concept of clustering and open space, to provide a rural lifestyle development that is rural in character, has a low environmental footprint, and retains options for productive use of the land; and - Providing rural industrial support facilities in an appropriate location.	Accept in part
FS14.059	NZ Transport Agency Waka Kotahi			Oppose	Disallow	While the proposed McNabb Rural Industry Precinct would be accessed directly from a local road, that local road connects to State Highway 1 a short distance away. The proposed amendments sought by MML to enable the creation of the McNabb Rural Industry Precinct,	Accept in part

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						which includes an area of deferred Light Industrial Zoning, do not give the New Zealand Transport Agency (NZTA) sufficient certainty about the expected traffic generation that will arise as this precinct is developed, and what upgrades to the local road intersection with State highway 1 might be required and when. We consider that an Integrated Transport Assessment needs to be completed to identify the traffic effects of the proposed precinct, and when the highway intersection would need to be upgraded. NZTA would want provisions included in the Plan to manage the intersection.	
General Rural Zone							
S103.005	McNabb Management Ltd	GRUZ - General Rural Zone	GRUZ- Overview and Purpose	Support in part	Relates to the Rural Industry Precinct- Add a second paragraph after paragraph 1 which reads: " A second Rural Industry Precinct (PREC14) is located on McKinnon Rd, McNabb which is also identified as suitable for larger scale rural industry activities that support, service or are dependent on primary production. This Rural Industry Precinct is located alongside existing rural industrial activities and main transport links and has been identified to provide for actual and anticipated demand for land for rural industrial activities. Part of this this Rural Industry Precinct has an underlying Light Industrial Zone. This zoning is deferred until the relocation of Te Ika Rama Marae and the availability of appropriate infrastructure, including a new access road off the Waipawa Highway/SH 1. Therefore land use development in this precinct is a controlled activity and subject to a concept plan that provides for potential infill development and subdivision in the future if the Light Industrial Zoning becomes operative. "	Relates to the Rural Industry Precinct :A concept development plan is important for greenfield development to ensure appropriate design and layout of land uses and servicing with infrastructure. In the case of the McNabb Rural Industry Precinct, it is proposed to ensure development aligns with the bespoke concept for developing the land, and is compatible with the adjoining Rural Lifestyle and Māori Special Purpose zonings. To enable a deferred zoning in the future, access, layout, and the siting of buildings should not compromise the ability to infill development at higher density when the zoning changes.	Accept in part
FS14.027	NZ Transport Agency Waka Kotahi			Oppose	Disallow	While the proposed McNabb Rural Industry Precinct would be accessed directly from a local road, that local road connects to State Highway 1 a short distance away. The proposed amendments and additional provisions sought by MML to enable the creation of the McNabb Rural Industry Precinct, which includes an area of deferred Light Industrial Zoning, do not give the New Zealand Transport Agency (NZTA) sufficient certainty about the expected traffic generation that will arise as this precinct is developed, and what upgrades to the local road intersection with State highway 1 might be required and when, for us to support their submission points. We consider that an Integrated Transport Assessment needs to be completed to identify the traffic effects of the proposed precinct, and when the highway intersection would need to be upgraded. NZTA would want provisions included in the Plan to manage the intersection upgrades in a timely manner and to an acceptable standard and funded by the developer(s) of the Precinct. We recommend that MML work with NZTA and Gore District Council to find an acceptable solution.	Accept in part
S103.006	McNabb Management Ltd	GRUZ - General Rural Zone	GRUZ-PREC13- O1	Support in part	Amend GRUZ-PREC13-01 to read: " GRUZ-PREC13 & 14 -01: The Rural Industry Precincts enable larger scale rural industry which supports services that depend on primary production, and provide for the economic well-being of the community. " Add a new policy which reads: " GRUZ-PREC14-02: The Rural Industry Precinct at McNabb is part of an integrated development that fosters	The amendments are consequential to accepting the decisions sought in this submission and reflect that there is more than one Rural Industry Precinct.	Accept in part

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					environmental restoration and enhancement, and is integrated with surrounding land uses."		
FS14.028	NZ Transport Agency Waka Kotahi			Oppose	Disallow	While the proposed McNabb Rural Industry Precinct would be accessed directly from a local road, that local road connects to State Highway 1 a short distance away. The proposed amendments and additional provisions sought by MML to enable the creation of the McNabb Rural Industry Precinct, which includes an area of deferred Light Industrial Zoning, do not give the New Zealand Transport Agency (NZTA) sufficient certainty about the expected traffic generation that will arise as this precinct is developed, and what upgrades to the local road intersection with State highway 1 might be required and when, for us to support their submission points. We consider that an Integrated Transport Assessment needs to be completed to identify the traffic effects of the proposed precinct, and when the highway intersection would need to be upgraded. NZTA would want provisions included in the Plan to manage the intersection upgrades in a timely manner and to an acceptable standard and funded by the developer(s) of the Precinct. We recommend that MML work with NZTA and Gore District Council to find an acceptable solution.	Accept in part
S103.007	McNabb Management Ltd	GRUZ - General Rural Zone	GRUZ-PREC13-P1	Support in part	Amend GRUZ-PREC13-P1 by adding the word 'Mataura' before the word Rural in the first line so it reads: "Enable the establishment of larger scale rural industry activities within the Mataura Rural Industry Precinct ..."	The amendments are consequential to accepting the decisions sought in this submission.	Accept
S103.008	McNabb Management Ltd	GRUZ - General Rural Zone	GRUZ- Additional provisions sought	Amend	Add a new Policy GRUZ-PREC14-P2 which reads: " Enable the establishment of rural industrial activities within the McNabb Rural Industry Precinct provided: 1. there is no direct access off SH 1; 2. appropriate infrastructure is provided for drinking water, and wastewater treatment and disposal; 3. stormwater is detained on-site to avoid exacerbating flood risk; 4. development of the area proceeds in accordance with a concept plan which: - promotes energy and water use efficiency and reduced greenhouse gas emissions;- enhances biodiversity and mahinga kai on site; - retains options for productive use of the land where possible; is sympathetic with the character of the site and surroundings including Te Ika Rama Marae; - minimises potential reverse-sensitivity effects with adjoining land uses; and - enables future subdivision and in-fill development in that area which is deferred Light Industrial Zoning. "	The amendments are consequential to accepting the decisions sought in this submission.	Accept in part
FS14.029	NZ Transport Agency Waka Kotahi			Oppose	Disallow	While the proposed McNabb Rural Industry Precinct would be accessed directly from a local road, that local road connects to State Highway 1 a short distance away. The proposed amendments and additional provisions sought by MML to enable the creation of the McNabb Rural Industry Precinct, which includes an area of deferred Light Industrial Zoning, do not give the New Zealand Transport Agency (NZTA) sufficient certainty about the expected traffic generation that will arise as this precinct is developed, and what upgrades to the local road intersection with State highway 1 might be required and when, for us to support their submission points. We consider that an Integrated Transport Assessment needs to be completed to identify the traffic effects of the proposed precinct, and when the highway intersection would need to be upgraded. NZTA would want provisions included in the Plan to manage the intersection upgrades in a timely	Accept in part

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						manner and to an acceptable standard and funded by the developer(s) of the Precinct. We recommend that MML work with NZTA and Gore District Council to find an acceptable solution.	
S103.009	McNabb Management Ltd	GRUZ - General Rural Zone	GRUZ- Additional provisions sought	Amend	Add a new rule: GRUZ- PREC14 - Land uses in McNabb Rural Industrial Precinct Activity status: Controlled Amend subsequent rule numbers accordingly.	The same rules which apply to PREC13 Rural Industry Precinct at Mataura should also apply to the Rural Industry Precinct at McNabb. However greenfield developments of this nature ought to be subject to a concept plan, which enables the consent authority to ensure any development implements the plan policies.	Accept in part
FS14.030	NZ Transport Agency Waka Kotahi			Oppose	Disallow	While the proposed McNabb Rural Industry Precinct would be accessed directly from a local road, that local road connects to State Highway 1 a short distance away. The proposed amendments and additional provisions sought by MML to enable the creation of the McNabb Rural Industry Precinct, which includes an area of deferred Light Industrial Zoning, do not give the New Zealand Transport Agency (NZTA) sufficient certainty about the expected traffic generation that will arise as this precinct is developed, and what upgrades to the local road intersection with State highway 1 might be required and when, for us to support their submission points. We consider that an Integrated Transport Assessment needs to be completed to identify the traffic effects of the proposed precinct, and when the highway intersection would need to be upgraded. NZTA would want provisions included in the Plan to manage the intersection upgrades in a timely manner and to an acceptable standard and funded by the developer(s) of the Precinct. We recommend that MML work with NZTA and Gore District Council to find an acceptable solution.	Accept in part
S103.010	McNabb Management Ltd	GRUZ - General Rural Zone	GRUZ- Additional provisions sought	Amend	Add a new standard which reads: " GRUZ-PREC14-S1: Rural Industry Precinct McNabb: 1. The activity complies with all rules for permitted activities which apply to the GRUZ-PREC13 Rural Industry Precinct. 2. A concept development plan is submitted with the application showing the proposed layout of the Rural Industrial Precinct. 3. The concept development plan shows an underlying proposal for infill development of the area zoned deferred Light Industrial Zone. Matters of control: The appropriateness of the provisions for access, infrastructure, building platforms, and the underlying infill development plan. Activity status where compliance is not achieved: Discretionary activity. "	The same standards which apply to PREC13 Rural Industry Precinct at Mataura should also apply to the Rural Industry Precinct at McNabb. However greenfield developments of this nature ought to be subject to concept plan, which enables the consent authority to ensure any development implements the plan policies.	Reject
FS14.031	NZ Transport Agency Waka Kotahi			Oppose	Disallow	While the proposed McNabb Rural Industry Precinct would be accessed directly from a local road, that local road connects to State Highway 1 a short distance away. The proposed amendments and additional provisions sought by MML to enable the creation of the McNabb Rural Industry Precinct, which includes an area of deferred Light Industrial Zoning, do not give the New Zealand Transport Agency (NZTA) sufficient certainty about the expected traffic generation that will arise as this precinct is developed, and what upgrades to the local road intersection with State highway 1 might be required and when, for us to support their submission points. We consider that an Integrated Transport Assessment needs to be completed to identify the traffic effects of the proposed precinct, and when the highway intersection would need to be upgraded. NZTA would want provisions included in the Plan to manage the intersection upgrades in a timely	Accept in part

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Rural Lifestyle Zone							
S103.014	McNabb Management Ltd	RLZ - Rural Lifestyle Zone	RLZ-Additional provisions sought	Support	Add a new policy that reads: " RLZ - P10: In the Rural Lifestyle Zone at McNabb, rural lifestyle development maintains the rural character of the area and facilitates pastoralism, agriculture, horticulture and mahinga kai. "	RLZ-P3, P4 and P9 policies are inconsistent, in relation to whether activities and amenity values should align primarily with a rural or residential environment in Rural Lifestyle Zones.	Reject
Māori Purpose Zone							
S103.028	McNabb Management Ltd	MPZ - Māori Purpose Zone	MPZ- Additional provisions sought	Support in part	Amend Subclause 1 to read: the activity status immediately after MPZ-R10 which reads, 'All Māori Purpose Zones MPZ-R6 to ~~MPZR10~~ , to read: "All Māori Purpose Zones MPZ-R6 to MPZR12. " Amend Subclause 1 to read: " Any building is not located within the mahinga kai and conservation areas shown on the concept plan for the McKinnon Rd Zone. " Renumber existing rule MPZ-R12 accordingly	The area of the current Te Ika Rama Marae is subject to inundation and the development plan for 10 McKinnon Rd will enable the marae to be relocated in due course; and the natural waterways and wetland enhanced for flood water retention, biodiversity and mahinga kai. Therefore, it is not appropriate that new buildings or infrastructure are located in these areas. However, it will be quite appropriate for these activities to occur in other parts of the proposed extended MPZ at McKinnon Rd.	Accept in part
S103.030	McNabb Management Ltd	MPZ - Māori Purpose Zone	MPZ - General	Support in part	Amend the un-numbered rule immediately after MPZ-R10 which reads, 'All Māori Purpose Zones MPZ-R6 to ~~MPZR10~~ , to read: "All Māori Purpose Zones MPZ-R6 to MPZR12.	The area of the current Te Ika Rama Marae is subject to inundation and the evelopment plan for 10 McKinnon Rd will enable the marae to be relocated in due course; and the natural waterways and wetland enhanced for flood water retention, biodiversity and mahinga kai. Therefore it is not appropriate that new buildings or infrastructure are located in these areas. However, it will be quite appropriate for these activities to occur in other parts of the proposed extended MPZ at McKinnon Rd.	Accept