

Proposed Gore District Plan – s42A Report Table - Development Areas

Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
S152.014	Nigel Cowburn	DEV - Development Areas	DEV - General	Not Stated	Servicing: Stormwater - Requests best management approach to stormwater management including SuDS or Sponge city	Without taking a best management approach this nice wording will prove unachievable and sets contractors up to fail, while prolonging the Districts stormwater problems	Accept in part
S31.002	Stephen Hook	DEV - Development Areas	DEV - General	Oppose	Opposing the change in land use for the South Gore area from Rural to General Industrial	Do not want lifestyle block changed from Rural to Industrial as it will ruin the area and devalue the property	Reject
S112.170	Waka Kotahi NZ Transport Agency	DEV - Development Areas	DEV- Additional provisions sought	Oppose in part	Amend the policy as follow or words of similar effect: Ensure development is designed to be consistent with the capacity of the existing transportation network, including the State highway network, or will be appropriately upgraded.	Development of the DEV1 area is expected to intensify the use of Racecourse Road and Saleyard Road, both of which connect to State Highway 1. Waka Kotahi seeks to ensure that the safe, efficient and effective operation of these local road intersections with the highway are maintained and any necessary upgrades to these intersections are undertaken in a timely manner. We recommend a new policy be inserted into this chapter, to ensure that land use and development is required to maintain the safe, efficient and effective operation of the State highway network. This will ensure that any discretionary and non-complying resource consent applications are given due consideration as to the wider impact on key transportation networks.	Accept in part
S124.317	Fire and Emergency NZ	DEV - Development Areas	DEV- Additional provisions sought	Not Stated	DEV1-S3 Servicing 1. Where available any residential unit and buildings for non-residential activities shall be connected to a Council reticulated water supply. 2. Where available any residential unit and buildings for non-residential activities shall be connected to a Council reticulated wastewater network. 3. Where Council reticulated water supply is unavailable, any residential unit and buildings for non-residential activities must: (a) be connected to a community drinking water supply; or (b) be connected to a private drinking water supply; or (c) store 45,000 litres of potable water on-site from another source. 4. Where Council reticulated wastewater is unavailable, any residential unit and buildings for non-residential activities must: (a) be provided with an on-site wastewater treatment and disposal system. 5.All developments must have an independent water supply for firefighting that is compliant with SNZ PAS 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice	Fire and Emergency consider that new buildings located in the DEV areas should be required to provide a firefighting water supply in order to manage fire risk.	Accept in part
S112.173	Waka Kotahi NZ Transport Agency	DEV - Development Areas	DEV1-ODP	Oppose in part	Amend the DEV1-ODP to include transport thresholds which specify when infrastructure upgrades are required at the intersection of Saleyard Road and State Highway 1, and at	Waka Kotahi supports the layout of the Gore South ODP, in particular the location of the primary road connection with State highway 1 which achieves appropriate separation distances to adjacent existing local road intersections with State highway 1, as well as the provision of internal road connections	Reject

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					the intersection of Racecourse Road and State Highway 1.	through to the existing local roads, Saleyard Road and Racecourse Road, which supports good connectivity within the DEV1 area. However, Waka Kotahi suggests that this Outline Development Plan, be amended to include clear requirements for the assessment of, and upgrade to, the intersection of Racecourse Road and State highway 1, as well as Saleyard Road and State highway 1, where those requirements have been informed by an Integrated Transport Assessment.	
S85.301	Environment Southland	DEV - Development Areas	DEV1-ODP	Oppose	Deliniate flood risk on ODP.	Flood risk is not shown on this plan desite it being shown on the district plan map.	Reject
S40.092	Silver Fern Farms	DEV - Development Areas	DEV1-ODP	Oppose	Amend the Gore South Outline Development Plan to delete the "secondary road connection" from Lot 3 DP 8038.	The Gore South Outline Development Plan ("ODP") shows a "secondary road connection" bisecting Lot 3 DP 8038. Lot 3 is the northernmost parcel in Silver Fern Farms' landholding. Silver Fern Farms has no plans to develop that part of its landholding in a manner that would require the road connection to be built as shown on the ODP. Regardless of Silver Fern Farms' development intentions, the secondary road connection could terminate at the northern boundary of Lot 3 DP 8038 (i.e., within neighbouring land at Lot 2 DP8038) without disadvantaging the industrial development on other land in the proposed Gore South Development Area. Deletion of the secondary road connection from Silver Fern Farms' site is appropriate to ensure that development expectations (yield, staging) for the ODP area are realistic. 30 Saleyard Road already has access to State Highway 1 via Saleyard Road and so would not be disadvantaged if the secondary road connection terminates north of Silver Fern Farms.	Reject
FS14.038	NZ Transport Agency Waka Kotahi			Oppose	Disallow	The New Zealand Transport Agency has a wider interest in the development of the DEV1 area. We have a particular interest in any amendments being made to the proposed district plan provisions as they relate to network connections, like the removal of the secondary road connection from the SFF site, that may result in more direct access to the state highway network and use of highway intersections and any resultant unintended consequences on the state highway network.	Accept
S146.104	Southland District Council	Development Areas map layers	DEV1-ODP-South Gore	Oppose in part	Review the risk of inundation to this area.	The South Gore Industrial Development area is susceptible to inundation. Development in areas susceptible to flooding increases the risks to infrastructure and populations downstream.	Accept in part
S85.309	Environment Southland	Development Areas map layers	DEV1-ODP-South Gore	Oppose	Change location to somewhere else that is not susceptible to natural hazards which could put people at risk.		Reject
S112.165	Waka Kotahi NZ Transport Agency	DEV - Development Areas	DEV1-Overview and Purpose	Support in part	Amend the text as follows: In contrast the majority of land within the Development Area is currently undeveloped and therefore future development should be managed to ensure	Waka Kotahi considers that the effects on both the adjoining landowners and the State highway network arising from the development of the DEV1 development area should be identified within the 'Context' section of the	Accept

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					high quality urban design outcomes which mitigate adverse effects on the state highway and adjoining landowners outside of the Industrial Zone areas.	chapter. As such, we suggest that the text be amended to include greater recognition of the need for the effects on the state highway to be managed.	
S112.166	Waka Kotahi NZ Transport Agency	DEV - Development Areas	DEV1- Overview and Purpose	Oppose in part	Amend as follows: The indicative road layout seeks to allow for staged development and minimise additional access points onto the State Highway ~~unless they are justified by traffic demand.~~ It is anticipated that the Development Area will be developed in a staged manner which aligns with the future use of the racecourse and other landowner's aspirations. ~~The indicative road layout seeks to allow for staged development and minimise additional access points onto the State Highway unless they are justified by traffic demand.~~	The DEV1 area will be accessed via three connections to the state highway, being the two existing local roads that flank the ends of the DEV1 area, as well as a new road access within the DEV1 area as shown on the Outline Development Plan for DEV 1. Waka Kotahi opposes the text in this section which suggests that additional access points onto the State highway would be considered if they were justified by traffic demand and suggests that that text be removed. This section of State highway 1 has been declared a Limited Access Road pursuant to section 88 of the Government Roding Powers Act, and has therefore been identified as a section of the highway network where the number of accesses onto the highway are to be limited. Also, we note that the second sentence duplicates the first, and we suggested that this duplication be removed.	Accept
S40.087	Silver Fern Farms	DEV - Development Areas	DEV1- Overview and Purpose	Support	Retain as notified	Appropriate for the ODP to provide for road development to occur in a staged manner as the development area progresses. Also provides for flexibility to depart from the ODP. Note that the section of "secondary road connection" shown as bisecting Lot 3 DP 8038 is unlikely to be constructed in the life of the Proposed Plan. Silver Fern Farms seeks amendment of the ODP to remove the secondary road connection from its site. This will ensure that the ODP area can be developed without incorrect assumptions about the location of a road connection to Saleyard Road via Silver Fer Farms site. The matter is set out in a later submission point on the "DEV1-ODP Gore South Outline Development Plan" that is included in this chapter.	Accept in part
FS14.034	NZ Transport Agency Waka Kotahi			Oppose	Disallow	The New Zealand Transport Agency has a wider interest in the development of the DEV1 area. We have a particular interest in any amendments being made to the proposed district plan provisions as they relate to network connections, like the removal of the secondary road connection from the SFF site, that may result in more direct access to the state highway network and use of highway intersections and any resultant unintended consequences on the state highway network.	Accept
S112.167	Waka Kotahi NZ Transport Agency	DEV - Development Areas	DEV1-O1	Support in part	Amend as follows: 1. connectivity of traffic, pedestrian and cycle routes provides for future development and minimises additional accesses onto the State Highway; and 8. the safe, efficient and effective operation of the surrounding roading environment, including the State highway network, is maintained.	As noted in in an earlier submission point, the section of State highway 1 adjacent to the DEV1 development area has been declared a Limited Access Road, and has therefore been identified as a section of the highway network where the number of accesses onto the highway are to be limited. We consider that the use of the term 'additional' in clause (1) of this objective could be interpreted to mean there is a possibility of additional accesses from the DEV1 area onto the highway in addition to the single new access shown on the Outline Development Plan. We suggest that the objective be amended to clarify this matter. Recognising that the DEV1 area will be accessed from two local roads that connect to State Highway 1, Waka Kotahi also considers	Accept

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						that the development of the DEV1 area should also ensure that the safe, efficient and effective operation of the state highway network is maintained and we recommend an additional clause be inserted into the objective to this end.	
S139.090	Hokonui Rūnanga Inc	DEV - Development Areas	DEV1-O1	Oppose	Delete clause 4.	Clause 4 is ambiguous.	Reject
S125.092	Ministry of Education	DEV - Development Areas	DEV1-O1	Support in part	None specified.	The submitter supports DEV1-O1 in principle.	Accept
S125.093	Ministry of Education	DEV - Development Areas	DEV1-O1	Support in part	Amend as follows: Development occurs in the Gore South Industrial Development Area in a coordinated and integrated manner that ensures: (...) 6. new development is screened from adjoining rural lifestyle sites by appropriate buffers and landscaping; ~~and~~ 7. adverse effects from natural hazards are avoided or mitigated; and 8. Appropriate regard is given to social infrastructure.	Explicit consideration is requested to be given to educational facilities throughout the district to manage the impacts of development on educational facilities, acknowledge that there may be a need in industrial areas for educational facilities. Council has an obligation under the NPS-UD to ensure sufficient additional infrastructure (which includes schools) is provided in urban growth and development (Policy 10 and 3.5 of subpart 1 of part 3: Implementation, in particular).	Reject
FS29.083	Silver Fern Farms Limited			Oppose	Disallow	Based on the information provided with the notified PGDP, the Gore South Industrial Development Area is not intended to host "social infrastructure" (including education facilities).	Accept
S124.312	Fire and Emergency NZ	DEV - Development Areas	DEV1-O1	Support	Retain as notified	Fire and Emergency support DEV1-O1 insofar that it recognises that infrastructure which includes firefighting water supply shall be provided for.	Accept
S110.082	Royal Forest and Bird Society of NZ Inc	DEV - Development Areas	DEV1-O1	Amend	Add: 8. Ecological corridors remain intact and there are no adverse environmental effects.	By increasing residential density of an area, there is a risk that ecological corridors that currently exist could become disjointed, and/or there may be environmental effects. Adding their consideration to this objective ensures they're taken into account.	Reject
FS29.082	Silver Fern Farms Limited			Oppose	Disallow	This would be counter to the purpose of the zone. There is no evidence of potential ecological effects to justify such additional, and all-encompassing constraints	Accept
S85.297	Environment Southland	DEV - Development Areas	DEV1-O1	Oppose	Reword so that building and development only occurs where there is low flood risk. Medium and high flood risk areas should be avoided from any future change in land use or intensification.	The objective seeks to manage the effects from flood risk which is not strong enough. The objective should be reworded to avoid new development in any area that has a medium or high risk of natural hazards.	Reject
FS29.084	Silver Fern Farms Limited			Oppose	Disallow	A strict avoidance objective is not compatible with the purpose of the Gore South Development Area. The s32 report for the GIZ addresses flood risk and correctly identifies that avoidance of flood risk for the industrial growth areas is impractical, given the extent of the flood area within the district.	Accept

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S40.088	Silver Fern Farms	DEV - Development Areas	DEV1-O1	Oppose	Amend the Gore South Outline Development Plan to delete the "secondary road connection" from Lot 3 DP 8038.	To the extent that the indicative roading corridor shown on the ODP at Figure 7 of this chapter intersects Silver Fern Farms' site, Silver Fern Farms opposes the requirement under DEV-O1(2) to develop infrastructure "in accordance with" the ODP.	Reject
FS14.035	NZ Transport Agency Waka Kotahi			Oppose	Disallow	The New Zealand Transport Agency has a wider interest in the development of the DEV1 area. We have a particular interest in any amendments being made to the proposed district plan provisions as they relate to network connections, like the removal of the secondary road connection from the SFF site, that may result in more direct access to the state highway network and use of highway intersections and any resultant unintended consequences on the state highway network.	Accept
S112.168	Waka Kotahi NZ Transport Agency	DEV - Development Areas	DEV1-P1	Support	Retain as notified	Waka Kotahi supports this policy as it requires the subdivision and development of the DEV1 area to occur in accordance with the Outline Development Plan, unless an alternative design solution achieves the same or better outcomes.	Accept
S40.089	Silver Fern Farms	DEV - Development Areas	DEV1-P1	Support	Retain as notified	The flexibility for alternative design solutions is appropriate.	Accept
S112.169	Waka Kotahi NZ Transport Agency	DEV - Development Areas	DEV1-P2	Support	Retain as notified	Waka Kotahi supports this policy in part as it requires subdivision and development activities within the DEV1 area to be designed and located in accordance with the Outline Development Plan (ODP), and, in particular, for the development layout to align with the indicative road layout shown in the ODP and to avoid multiple connections onto the state highway. The indicative road location for the new access onto State highway 1, shown on the ODP as the 'Primary Road Connection', was identified through pre-notification consultation with Waka Kotahi.	Accept in part
S125.094	Ministry of Education	DEV - Development Areas	DEV1-P2	Support in part	None specified.	The submitter supports DEV1-P2 in principle.	Accept
S125.095	Ministry of Education	DEV - Development Areas	DEV1-P2	Support in part	Amend as follows: Ensure subdivision, development and activities are designed and located in accordance with the Outline Development Plan having regard to: (...) 5. measures which mitigate adverse effects on the amenity values of sites within the rural environment; ~~and~~ 6. Retention of existing landscape features and provision of new landscaping which utilises flood resistant species and native vegetation within the site; and 7. Provision of social infrastructure.	It is requested that explicit consideration is given to educational facilities throughout the district in urban development, to manage the impacts of development on educational facilities, in particular impacts on school capacity. Council has an obligation under the NPS-UD to ensure sufficient additional infrastructure (which includes schools) is provided in urban growth and development (Policy 10 and 3.5 of subpart 1 of part 3: Implementation, in particular).	Reject

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FS29.086	Silver Fern Farms Limited			Oppose	Disallow	The Gore South Development Area is not generally intended as a suitable area for "social infrastructure" (including education facilities).	Accept
S85.298	Environment Southland	DEV - Development Areas	DEV1-P2	Oppose	Reword so that building and development only occurs where there is low flood risk. Medium and high flood risk areas should be avoided from any future change in land use or intensification.	The objective seeks to manage the effects from flood risk which is not strong enough. The objective should be reworded to avoid new development in any area that has a medium or high risk of natural hazards.	Reject
S110.083	Royal Forest and Bird Society of NZ Inc	DEV - Development Areas	DEV1-P2	Amend	Add: 7. Potential impacts on indigenous biodiversity and ecological corridors.	By increasing residential density of an area, there is a risk that ecological corridors that currently exist could become disjointed, and/or there may be environmental effects. Adding their consideration to this policy ensures they're taken into account.	Reject
FS29.085	Silver Fern Farms Limited			Oppose	Disallow	This would run counter to the purpose of the zone. There is no evidence of potential ecological effects to justify such additional constraint. (Noting also the wording error, "require subdivision etc that delivers potential impacts...)	Accept
S40.090	Silver Fern Farms	DEV - Development Areas	DEV1-P2	Oppose	Amend the Gore South Outline Development Plan to delete the "secondary road connection" from Lot 3 DP 8038.	Silver Fern Farms opposes the ODP's inclusion of a secondary road bisecting Lot 3 DP 8038. Consequently, it also opposes the direction for development in accordance with the ODP indicative road layout referenced under sub-clause (3) of this policy.	Reject
FS14.036	NZ Transport Agency Waka Kotahi			Oppose	Disallow	The New Zealand Transport Agency has a wider interest in the development of the DEV1 area. We have a particular interest in any amendments being made to the proposed district plan provisions as they relate to network connections, like the removal of the secondary road connection from the SFF site, that may result in more direct access to the state highway network and use of highway intersections and any resultant unintended consequences on the state highway network.	Accept
S112.171	Waka Kotahi NZ Transport Agency	DEV - Development Areas	DEV1-R1	Support	Retain as notified	Waka Kotahi supports this rule as it provides for new buildings and structures to be located within the DEV1 area in accordance with the DEV1 Outline Development Plan (ODP), as a permitted activity, provided they comply with the DEV1 standards, which includes standard DEV1-S2 managing internal roading formation within the DEV1 ODP area.	Accept
S124.313	Fire and Emergency NZ	DEV - Development Areas	DEV1-R1	Support in part	Retain as notified subject to the inclusion of a new standard for servicing.	Fire and Emergency support in part DEV1-R1 subject to the inclusion of a servicing standard which includes firefighting water supply DEV1-S3 Servicing. It is noted that there will be cases that developments will not require subdivision, and therefore will not be subject to the water supply provisions of the subdivision chapter that requires subdividers to provide water supply. Therefore, requiring the inclusion of servicing including firefighting water supply within a new standard where development is not subject to the subdivision provisions of the plan. The assessment matter pertaining to the infringed standard will provide council with the discretion of the extent of an activity to achieve compliance with the NZ Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008. Subject to the acceptance of the relief sought relating to an additional standard for servicing.	Accept in part

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S112.190	Waka Kotahi NZ Transport Agency	DEV - Development Areas	DEV1-R1	Support	Retain as notified	Waka Kotahi supports this rule as it provides for new buildings and structures to be located within the DEV1 area in accordance with the DEV1 Outline Development Plan (ODP), as a permitted activity, provided they comply with the DEV1 standards, which includes standard DEV1-S2 managing internal roading formation within the DEV1 ODP area.	Accept
S110.084	Royal Forest and Bird Society of NZ Inc	DEV - Development Areas	DEV1-R1	Amend	Add: 5. There is no adverse impact on indigenous biodiversity and ecological corridors.	By increasing residential density of an area, there is a risk that ecological corridors that currently exist could become disjointed, and/or there may be environmental effects. Adding their consideration to this rule ensures they're taken into account	Reject
FS29.087	Silver Fern Farms Limited			Oppose	Disallow	This would run counter to the purpose of the zone. There is no evidence of potential ecological effects to justify such additional constraint. (Noting also the wording error, "require subdivision etc that delivers potential impacts...)	Accept
S110.087	Royal Forest and Bird Society of NZ Inc	DEV - Development Areas	DEV1-R1	Amend	Add: General Residential Zone, Medium Density Residential Zone, Large Lot Residential Zone and Neighbourhood Centre Zone 2. There is no adverse impact on indigenous biodiversity and ecological corridors. Add: Rural Lifestyle Zone 1. There is no adverse impact on indigenous biodiversity and ecological corridors.	This development area contains waterbodies and reserve which is potentially beneficially to indigenous biodiversity and may provide ecological corridors for movements of species. Ensuring these values are protected is important to sustainable development.	Reject
FS29.088	Silver Fern Farms Limited			Neutral	Not stated	This submission appears to relate to DEV2-R1 and is N/A to DEV1-R1 (no comment on substance).	Accept
S85.299	Environment Southland	DEV - Development Areas	DEV1-R1	Oppose	Include a performance standard regarding minimum floor levels.	New buildings or activities should only be established where they will be designed and built to minimise impacts associate with natural hazards and flood inundation. Consideration should also be given to effectively providing for secondary flow paths by preventing buildings structures and earthworks which could impede or redirect secondary flow paths.	Reject
FS29.090	Silver Fern Farms Limited			Oppose	Disallow	The submission does not provide enough detail to make substantive reply. Silver Fern Farms would seek to be engaged in the development of any such provisions.	Accept
S40.091	Silver Fern Farms	DEV - Development Areas	DEV1-R1	Oppose	Amend the Gore South Outline Development Plan to delete the "secondary road connection" from Lot 3 DP 8038.	The upshot of DEV1-R1(3) is that Silver Fern Farms would require a discretionary resource consent for any development within the footprint of the indicative secondary road connection that the ODP shows traversing Lot 3 DP 8038. The meat processing plant at Silver Fern Farms' site represents a long term, substantial investment. It is unlikely to be abandoned or reconfigured in such a way that the secondary road connector can or should be constructed through Lot 3 DP 8038.	Reject
FS14.037	NZ Transport Agency Waka Kotahi			Oppose	Disallow	The New Zealand Transport Agency has a wider interest in the development of the DEV1 area. We have a particular interest in any amendments being made to the proposed district plan provisions as they relate to network	Accept

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						connections, like the removal of the secondary road connection from the SFF site, that may result in more direct access to the state highway network and use of highway intersections and any resultant unintended consequences on the state highway network.	
S141.004	Debra & Gary Gibson	DEV - Development Areas	DEV1-S1	Oppose in part	Extend the proposed landscape buffer to be greater than 5m or a condition that prevents structures being erected within 100m of the boundary.	A 5m buffer when bordering a dwelling is not enough and general industry will increase smell, noise, lights and there is potential for hazardous chemicals which may depreciate land value and amenity.	Reject
FS29.089	Silver Fern Farms Limited			Oppose	Disallow	The proposed extensions are excessive in light of the Gore South Development Area's purpose.	Accept
S85.300	Environment Southland	DEV - Development Areas	DEV1-S1	Oppose	Include a performance standard regarding minimum floor levels.	New buildings or activities should only be established where they will be designed and built to minimise impacts associate with natural hazards and flood inundation. Consideration should also be given to effectively providing for secondary flow paths by preventing buildings structures and earthworks which could impede or redirect secondary flow paths.	Reject
FS29.091	Silver Fern Farms Limited			Oppose	Disallow	The submission does not provide enough detail to make substantive reply. Silver Fern Farms would seek to be engaged in the development of any such provisions	Accept
S112.172	Waka Kotahi NZ Transport Agency	DEV - Development Areas	DEV1-S2	Oppose	Include transport thresholds within DEV1-S2 and the associated DEV1 Outline Development Plan which specify when infrastructure upgrades are required at the intersection of Saleyard Road and State Highway 1, and at the intersection of Racecourse Road and State Highway 1. And amend the text of the Matters of Discretion, and add an Advice Note, as follows: Matters of Discretion: 1. The effects of traffic generation and the new road layout, including accesses onto Racecourse Road, Saleyard Road and State Highway 1, on the safe and efficient operation of the transport network including the State highway intersections. Advice Note: Waka Kotahi approval is required under the Government Roading Powers Act (1989) for any upgrade to an existing local road intersection with the State Highway to ensure that it does not compromise the safety, efficiency and effectiveness of the state highway network.	Waka Kotahi consider that this standard does not provide sufficient information to understand the impacts of the development of the DEV1 area on the state highway network. In particular, what upgrades (including funding obligations) may be required to the intersections of Saleyard Road and State Highway 1 (SH1), and Racecourse Road and SH1, to accommodate the intensification in their use arising from development within the DEV1 area. We consider that this information needs to be provided through an Integrated Transport Assessment undertaken by a suitably experienced professional. Waka Kotahi opposes this standard until further information on the impacts on SH1 are provided and certainty is provided through Plan provisions about the triggers for intersection upgrades. Waka Kotahi considers that the provisions in other chapters, such as TRANS-R4 and SUB-R6, do not adequately provide for the assessment of the cumulative traffic effects, arising from the development of DEV1, on these State highway intersections. Nor do they include clear criteria for when these highway intersections should be upgraded to safely and efficiently accommodate the traffic generated by the development of the DEV1 area. Waka Kotahi suggests that this standard, and the associated Outline Development Plan, be amended to include clear requirements for the assessment of, and upgrade to, the intersection of Racecourse Road and State highway 1, as well as Saleyard Road and State highway 1, where those requirements have been informed by an Integrated Transport Assessment. We also recommend the amendment of the Matter of Discretion in (1) to clearly include the state highway intersection, as well as the inclusion of an advice note detailing the need for Waka Kotahi approval of any highway intersection upgrades. We support clause 2 in so far that it limits the number of road accesses from the site onto	Reject

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						SH1 to only one, and requires existing vehicle crossings onto SH1 to be permanently closed prior to any new road access onto SH1 being used.	
S35.047	Chorus New Zealand Limited	SUB - Subdivision	SUB-R6	Support	Retain SUB-R6 as notified	Restricted Discretionary activity status for subdivision which creates new allotments in the Gore South Development Area, and having telecommunication servicing a matter of discretion is supported	Accept
S40.043	Silver Fern Farms	SUB - Subdivision	SUB-R6	Support	Retain as notified	Rule applies to subdivision of land is proposed Gore South Industrial Development Area which includes the Silver Fern Farms Site. Supports the inclusion of a specific assessment matter regarding reverse sensitivity effects. It will be critical to the success of the proposed Gore South Industrial Development Area to ensure that the consenting of subdivisions minimises the risk of subsequent reverse sensitivity effects.	Accept
S124.029	Fire and Emergency NZ	SUB - Subdivision	SUB-R6	Support in part	Amend as follows: 9. Provision for servicing, including water supply, firefighting water supply in accordance with SNZ PAS 4509:2008 , wastewater treatment and disposal, stormwater design and disposal, electricity and telecommunications.	Fire and Emergency support the requirement to have the provision for servicing including firefighting water supply. However, Fire and Emergency seek that specific firefighting water supply is provided for in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice - SNZ PAS 4508:2008.	Reject
S154.047	Spark New Zealand Trading Limited	SUB - Subdivision	SUB-R6	Support	Retain SUB-R6 as notified	Restricted Discretionary activity status for subdivision which creates new allotments in the Gore South Development Area, and having telecommunication servicing a matter of discretion is supported	Accept
S32.047	One New Zealand Group Limited	SUB - Subdivision	SUB-R6	Support	Retain SUB-R6 as notified	Restricted Discretionary activity status for subdivision which creates new allotments in the Gore South Development Area, and having telecommunication servicing a matter of discretion is supported	Accept
S33.047	FortySouth	SUB - Subdivision	SUB-R6	Support	Retain SUB-R6 as notified	Restricted Discretionary activity status for subdivision which creates new allotments in the Gore South Development Area, and having telecommunication servicing a matter of discretion is supported	Accept
S37.047	Connexa Limited	SUB - Subdivision	SUB-R6	Support	Retain SUB-R6 as notified	Restricted Discretionary activity status for subdivision which creates new allotments in the Gore South Development Area, and having telecommunication servicing a matter of discretion is supported	Accept
S99.012	Clark Fortune McDonald & Associates	SUB - Subdivision	SUB-R6	Not Stated	SUB-R6 is re-worded for 'activity status where compliance not achieved' to be a discretionary status.	A breach of those standards can be marginal, insignificant or does not prevent compliance with objectives and policies, character and amenity values, a non-complying activity status is considered to be a test which is impractical and inappropriate.	Reject
FS5.104	Hamish Weir			Support	Allow		Reject
S132.064	KiwiRail Holdings Ltd	SUB - Subdivision	SUB-R6	Amend	Amend SUB-R6 as follows: Matters of discretion: 9. Provision for servicing, including water supply, fire fighting water supply, wastewater treatment and disposal, stormwater design and disposal for the safe disposal of stormwater that does not result in increased	KiwiRail generally supports the matters of discretion but seek to ensure safe stormwater disposal that does not increase flood and erosion risk and to protect the function and operation of railways from reverse sensitivity effects.	Reject

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					flooding and erosion risk , electricity and telecommunications. 14 Reverse sensitivity on adjacent land uses, to protect the function and operation of , airports, railway lines and State Highways.		
FS5.105	Hamish Weir			Oppose	Disallow		Accept
FS29.046	Silver Fern Farms Limited			Oppose in part	Disallow in part	Silver Ferns Farms is acutely aware of the need to manage reverse sensitivity. However, the proposed wording would inappropriately change the meaning of the whole matter of discretion (14). It would limit consideration of reverse sensitivity to the protection of the function and operation of airports, railway lines and State Highways only. In any event the proposed wording change is not needed as reverse sensitivity considerations would already encompass railway concerns.	Accept in part
S85.107	Environment Southland	SUB - Subdivision	SUB-R6	Support in part	give greater emphasis on Natural hazards (more emphasis on avoid in the first instance).	The wording in the areas of discretion are enabling and potentially cannot be relied on in their own right to decline a subdivision in a natural hazard area.	Reject
FS5.106	Hamish Weir			Oppose	Disallow		Accept
FS22.021	Clark Fortune McDonald & Associates			Oppose	Disallow	Oppose - many subdivisions in natural hazard areas remain appropriate and are for land management rather than development reasons or hazards can be managed appropriately, and natural hazard assessment is already required as part of the subdivision consent process.	Accept
S99.008	Clark Fortune McDonald & Associates	SUB - Subdivision	SUB-R6	Not Stated	Rule 6 is re-worded from 'the site does not contain ...', to read ' the boundary adjustment does not have an adverse effect in relation to ... '	Unilaterally exclude a boundary adjustment from having a controlled activity status even if any boundary adjustment does not have an effect on those features.	Reject
FS11.016	Heritage New Zealand Pouhere Taonga			Oppose	Disallow	The setting of a historic heritage place may contribute significantly to its overall heritage value. The proposed amendment would allow for boundary adjustments to places on the HH-SCHED1 as a controlled activity. An application for a controlled activity cannot be declined (except if s106 of the RMA applies). Determining whether a boundary adjustment does or does not have an adverse effect on historic heritage requires further assessment and consultation with HNZPT is anticipated. If an activity is a controlled activity, resource consent applications may be notified, although it is common for them to be non-notified. This amendment would not provide for s6(f) of the RMA nor HH-O3 of the proposed District Plan.	Accept
S112.083	Waka Kotahi NZ Transport Agency	SUB - Subdivision	SUB-S4	Oppose	Include transport thresholds within the DEV1 Outline Development Plan which specify when infrastructure upgrades are required at the intersection of Saleyard Road and State Highway 1, and at the intersection of Racecourse Road and State Highway 1.	Waka Kotahi does not support the exception within the brackets of clause 3, as the State highway has been declared a limited access road adjacent to the DEV1 area. Consequently the number of vehicle crossings onto the highway in this location should be limited to maintain the safe and efficient function of the state highway network. In addition, we consider that this standard does not provide sufficient information to understand the impacts of the development of the DEV1 area	Reject

Proposed Gore District Plan – s42A Report Table - Development Areas

Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
						on the state highway network. In particular, what upgrades (including funding obligations) may be required to the intersections of Saleyard Road and State Highway 1 (SH1), and Racecourse Road and SH1, to accommodate the intensification in their use arising from development within the DEV1 area. We consider that this information needs to be provided through an Integrated Transport Assessment undertaken by a suitably experienced professional. Waka Kotahi opposes this standard until further information on the impacts on SH1 are provided and certainty is provided through Plan provisions about the triggers for intersection upgrade.	
S65.003	Gore District Council	SUB - Subdivision	SUB-S4	Amend	Amend to: Being in general accordance with the outlined plan approval.	Provides a level of flexibility for future development. Mirrors the provisions in DEV2.	Accept