

Mackenzie District Plan

SUMMARY OF SUBMISSIONS – PLAN CHANGE 5

Note: S – Support
 S (with amdmnt) – Support with amendment
 O – Oppose

SID:	Submitter	RID	S/O	Request	Reason
1	A. W Design	1	O	Remove area of Res 2 from Lake side by camping ground entirely. (Refer attached plan)	Supprt the principal of increasing areas of Residential 2 zoned land but do not support the areas to be zoned. Support in principal the rules of Res 1 and 2.
			Change Res 1 to Res 2 at the west of the present Mt John homestead site. (Refer attached plan)		
			Change Tourist Zone in to Res 2 zone		
			Delete Tourist Zone and associated rules for altered Res 2 zone rules. (Refer attached plan)		
			Change Res 2 in the back of Aorangi Crescent to Res 1. (Refer attached plan)		
			Keep industrial 1 and changes to Res 2 along river bank. (Refer attached plan)		
2	William Callow	1	O	Revisit the 95 year camping ground lease.	The camping ground will end up with a large amount of lands, are the ratepayers still going to be the owners?
3	Canterbury Regional Council	1	S	That Plan Change 5 as proposed be incorporated into the Mackenzie District Plan.	The proposed changes are broadly consistent with the Lake Tekapo Development Plan, a non-statutory document that is the product of extensive community consultation.
4	Sally Dickson	1	O	Do not alter the zone from Rec A on RS 40370.	Allow this chunk of Tekapo to retain its pristine state with trees and open spaces.
5	Fraser Dore	1	O	Lower the height restriction in Res 1 zone from 6-8 metres down to a maximum of 5 metres.	Reducing the height to 5 metres will reduce the effect a new residential area will have on existing subdivisions, particularly those which already have 5m building restrictions placed on them.
6	Lynne and Nigel Frost	1	O	Do not rezone area by the Tekapo river behind Aorangi Crescent as Res 2.	Do not wish to have high density tourist accommodation within this area. Traffic

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					safety issues. Should be Res 1 only.
		2		Do not allow building heights above 5 metres	Res 2, west of the township need to be kept to a maximum of 5 metres.
		3		Reduce coverage in Res 2 zone by 20%.	Density should be 45% not 65%
7	Penelope Kay	1	O	Reduce maximum height of Res 1 to 5 metres, measured from the midpoint of the section, except specific area such as new subdivisions that allow for viewing corridors.	Does not seem right that new buildings can build 1-3 metres higher in front of existing buildings. Shade issues.
8	Lake Tekapo Community Board	1	S	STAZ should be extended eastwards to the road running up to the motels above the camping ground office.	Res 2 is too dense. The camping round should have STAZ on its eastern boundary.
9	Lake Tekapo Enterprises Limited	1	O	Residential 1 area on the northern side of SH8 should be rezoned to Rec P.	The rezoning of this area would adversely impact the viewing shafts from SH 8 and the land to the south.
		2		Support areas of Res 2 rezoning.	
10	Mackenzie Heritage Centre	1	S	Support the retention of the Building Restriction Area as indicated on Map 44.	The current proposal lacks an integrated sustainable design approach, and fails to adequately acknowledge and maintain the essence of the Lake Tekapo brand in this area.
		2		Extend the proposed No Build Area to the north by deleting Residential 1 Zone.	
		3		Insert the following phrase at the end of Residential Policy 1D- Activities <i>or those in adjoining zones</i>	The policy does not take no account of activities in adjoining zones.
		4		Insert the following phrase in the preamble to standard 3.1.1C Height of Buildings <i>The boundary of all zones adjacent to building restriction areas shall be landscaped to ensure that delineation of the</i>	

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				<i>zones is defined by evergreen vegetation not exceeding the maximum height of the building within that zone, and that such landscaping occurs within the appropriate Residential Zone boundary.</i>	
		5		The No Build area is an interim measure and should be made into a Passive Recreation area or some other form of reserve under the Reserves Act 1977.	We note that the No Build Areas does not prevent roads or other activities being established in this road, which would detract from the aesthetic qualities of the proposed area.
		6		Develop a walkway from the current village, away from the road to the Heritage Centre through the current Recreation Area.	Such a walkway would be easily linked to Residential 2 Zones and the camp ground further south. The Mackenzie Centre Community Trust have always planned for an underpass linking such a walkway to the Centre.
11	Peter and Gillian Maxwell	1	O	Rezone the area of land from the existing access road to the Motel Block at the Lake Tekapo Motor Camp, to the Ice Rink boundary, from Res 2 to STAZ, except the area zoned Camp Ground Sub Zone.	Res 2 is unsuitable for the preservation of low density development in this area where people current camp, picnic and partake in water sports.
12	Meridian Energy Ltd	1	O	Amend Residential Policy 1C Density and Scale: Residential 2 Zones to recognise the existence of exiting features and the necessity for their continuation.	The Lake Tekapo Intake Tunnel runs for 1.6km underground linking the Lake Tekapo Intake structure and the Tekapo A Power Station. The Tekapo Control Gate structures are located under and is a part of the bridge where State Highway 8 crosses the Tekapo River. This Policy does not recognise or provide for these facilities.

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		2 3 4		<p>That the rezoning of land between Lakeside Drive and State Highway 8 to Residential 2 be withdrawn.</p> <p>OR</p> <p>That the rules for the Residential 2 zone specifically provide for the continued operation, maintenance and upgrading as necessary of the Tekapo Tunnel Structure, as a permitted activity and prohibit any residential development of land over the tunnel structure.</p> <p>OR</p> <p>That the Building Restriction Area notation on Planning Map 44 be extended to cover the entire area of land within the Residential 2 zoning under which the tunnel is located, allowing this to be covered by the prohibited activities rules.</p>	<p>Allowing buildings to be built on the land above the tunnel would have adverse effects on both the tunnel and any developments on the overlying land. It would also restrict access to the tunnel for maintenance and safety works.</p>
		5		<p>That the rezoning of land in the area on the western Terrace of the Tekapo River to the immediate south of State Highway 8 remain Industrial.</p> <p>OR</p> <p>That the Utility rules be amended to provide for the use, maintenance and upgrading as necessary of the Tekapo Control Gate Structures, as a permitted activity within any zone.</p>	<p>The rezoning would allow for residential buildings to be erected on the land immediately adjacent to the control gate structures and result in reverse sensitivity issues.</p>
13	Michael Midgey	1	O	<p>A bigger No Build Zone to the west of the tavern</p>	<p>High density buildings to 10m from the tavern to the canal intake would ruin the view of all</p>

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					buildings behind the village to the south.
14	Brett Shand	1	O	Confine Res 2 to present lease on west.	The Res 2 is too extensive to the North and west.
		2		Keep more area on the left of the entrance up hill for camping ground.	Relocating part of the camping ground to colder areas is questionable.
		3		Protect easement for Skating rink water pipe.	
15	Karen Simpson	1	O	Extend the no build zone immediately west of the Village Centre zone between state highway 8 and Lakeside Drive, across the top terrace with restrictive height covenants on the building over the bank.	This area has a huge visual impact from SH8 as the western entrance to Tekapo, this needs sense of space needs to be enhanced.
16	Walter and Zita Speck	1	O	Rezone the area inside Sealy Street, Mackenzie Street, Pioneer Drive to Residential 2 or STAZ.	This would enable the present activities to continue unhindered and promote Lake Tekapo for what it is like: Tranquility, serenity and views.
		2		That the Residential Policy 1A Increased road boundary setback should not go ahead	There are only 4 empty sections and the character of Pioneer Drive cannot be altered much now.
		3		Oppose the rezoning of Cowans Hill to Travellers Accommodation or at least Residential 2.	There should be land available for visitors accommodation on the eastern side of the township - as it was always proposed in the past.
		4		Allow for higher density coverage in R1 and R2.	There is a shortage of people working here. The only way to get people to work here is to live here and have affordable accommodation.
		5		MDC to financially support the building of workers accommodation.	
17	Transit New Zealand	1	S	Retain Residential Zone Rule 3.1.1c.iii(a) and Rule 7.1.1c.ii(a) Maximum building height of 6 metres.	This rule will protect the state highway from shading by buildings.
		2		Add a new standard to Section 3.1.1 and section 5.1.2 as	This will mitigate the effects of traffic noise.

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			<p>follows</p> <p>For sites within the Lake Tekapo Residential 1 and 2 Zones adjacent to a state highway:</p> <p><i>i) Internal noise levels* from road traffic shall not exceed 35 dBA (Leq 1 hour) during the day and 30 dBA (Leq 1 hours) at night within bedrooms, and 40 dBA (Leq 1 hours) during the day and 35 dBA (Leq 1 hour) at night within living rooms with all windows and doors closed; and</i></p> <p><i>ii) External noise levels from road traffic in outdoor living areas shall not exceed 50dBA (Leq 1 hour) during the day; and</i></p> <p><i>*Note: The numerical values for internal noise limits have been taken from the World Health Organisation guideline Community Noise (1995) and are widely accepted as appropriate for providing conditions conducive to rest and recuperative sleep.</i></p> <p><i>iii) A report from an acoustic consultant recommending the type and extent of noise control and/or sound insulation required within the building to achieve the</i></p>	
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			<i>internal noise limits in i) shall be submitted prior to the issuing of any building consent for habitable buildings adjacent to the State Highway.</i>	
		3	<p>Add a new General Assessment Matter as follows</p> <p>The proposed measures to mitigate the effects of traffic noise on residential dwellings or visitors accommodation, considering:</p> <p><i>(a) Measures that can be incorporated into the built premises that provide for acoustic insulation and/or noise attenuation; and</i></p> <p><i>(b) The proposed physical separation from arterial road boundaries.</i></p>	Consideration is required for reverse sensitivity effect of traffic noise on dwelling and visitor accommodation.
		4	<p>Amend Rule 3.1.1f Access by adding the following sentence</p> <p>In Lake Tekapo, there shall be no direct vehicular access to State Highway 8. All access shall be to a local or collector road.</p>	A rule requiring access to an alternative road rather than the state highway is needed.
		5	Retain Rules 3.5.1, 4.4.1 and 5.5.1 Prohibited Activities, but that a policy, explanation and reason be inserted into the Plan to provide a policy rationale for the rule.	

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		6	<p>Amend Rule 5.1.2h adding the following requirement</p> <p><i>No shadowing of the state highway carriageway shall occur between the hours of 10am and 2pm on the shortest day of the year.</i></p>	<p>Concerned that planting required for screening purposes has the potential to shade the state highway.</p>
		7	<p>Add a new permitted activity standard to Rule 5.1.2 as follows</p> <p><i>5.1.2.i Access</i></p> <p><i>In Lake Tekapo, there shall be no direct vehicular access to State Highway 8. All access shall be to a local or collector road.</i></p>	<p>Direct access to the state highway will have significant adverse effect on the through-route function of the state highway by creating additional conflict points and reducing the safe operating speed of traffic.</p>
		8	<p>Retain Rule 5.2.1, particularly the inclusion of the following matters that the Council shall restrict the exercise of its discretion to:</p> <ul style="list-style-type: none"> - the location of car parking, bus parking and access; - the generation of noise, lighting, signage, and vehicle and pedestrian activity. 	<p>The design and appearance of these facilities are important.</p>
		9	<p>Amend Standard for Restricted Activities in Section 5.2.1 Visitor Accommodation, adding the following</p> <p><i>5.2.1i Access</i></p> <p><i>In Lake Tekapo, there shall be no direct vehicular access to</i></p>	<p>There was no rule relating to access for Visitor Accommodation or Other Activities/</p>

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			<i>State Highway 8. All access shall be to a local or collector road.</i>	
		10	<p>Add a new permitted activity standard to Rule 7.1.1 as follows</p> <p><i>7.1.1u Access</i></p> <p><i>In Lake Tekapo, there shall be no direct vehicular access to State Highway 8. All access shall be to a local or collector road.</i></p>	<p>This new standards, issue, objective and policy need to be inserted into the Residential section of the Plan to promote integrated development planning, including traffic management and access provisions, for areas within the District where there is a high degree of land use change.</p>
		11	<p>Add the following standard to Section 7.3 Discretionary Activities</p> <p><i>7.1.1u Access</i></p>	
		12	<p>Insert the following new issue into the Residential section of the Plan</p> <p>Issue 3 Maintaining the through route function of arterial roads adjoining residential areas</p> <p>In new areas of residential development adjoining an arterial road (state highway), there can be a desired access to the highway. This results in land use development being undertaken in a way that adversely affects long term sustainability of the State Highway to carry through traffic. It is important that any new areas of residential development incorporate an internal roading network in order to protect the strategic importance of the Districts</p>	

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				arterial roads.	
		13		<p>Insert the following new Objective into the Residential section of the Plan</p> <p>Objective Land use and transportation</p> <p><i>To integrate land use and transportation planning, including traffic and access management, for areas within the District where development and land use change is occurring.</i></p>	
		14		<p>Insert the following new Policy into the Residential section of the Plan</p> <p>Policy Rooding Networks</p> <p><i>To require the provision of internal roading networks and avoid access onto the state highway network (arterial roads) for development or redevelopment within the Residential Zone.</i></p>	
		15		<p>Add a new General Assessment Matter as follows</p> <p><i>In Lake Tekapo, whether there is a practical alternative internal roading network so that access directly onto the State Highway (arterial roads) is avoided.</i></p>	Requiring access to an alternative road rather than a state highway and promoting the use the an internal roading network is important.
18	Whihelmina van den Bosch	1	O	Do not allow Res 1 to become Res 2.	Do not increase the Res 2 zone.

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19	CFO Craig Willis	1	O	The land behind the fire station should be maintained for the use of fire service.	The NZ fire service has concerns over the rezoning of land to Res 2 behind the fire station. If this rezoning goes ahead it will potentially restrict the fire service in the future.
20	New Zealand Fire Service	1	O	That the plan change be rejected.	
		2		That provisions are incorporated into the Plan Change that protect the existing any future functions of the NZFS. Such provisions may include amending the Plan Change boundaries and/or providing separation distances.	The NZFS has a very real concern that the creation of a residential zone adjoining the existing fire station site may inhibit the ability of the NZFS to perform its essential services. The creation of residential zoning is likely to result in reverse sensitivity issues and may inhibit further development of the site.