



Plan Change 2 (Puketapu Structure Plan Development Area)

to the New Plymouth Part Operative District Plan

Summary of Submissions



Te Kaunihera-ā-Rohe o Ngāmotu
**New Plymouth
District Council**

Summary of Submissions by Submitter

Sub No.	Submitter	Sub No./ Point No.	Support/Oppose	Provision	Summary of Submission	Decision Request
1	Kit Jensen	1.01	Support in part	DEV1 - Maps	Supports Appendix 2 maps in part but concerned about the impact the indicative road network would have on the subdivision potential of his property. The submitter requests the indicative road network be amended or deleted. The submitter requests that stormwater from future development drain into the tributary the Waitaha Stream.	Amend or delete the indicative road shown in Appendix 2 to improve viability of subdivision of submitter's property at 33D Airport Drive.
2	Ashley Lawry	2.01	Support in part	DEV1 - Policies	Supports the Plan Change in part but concerned that it fails to make clear the Council's strategic zoning direction on the eastern side of Airport Drive corridor (Area R).	Amend the plan change to make clear the strategic direction on the eastern side of Airport Drive.
		2.02	Support in part	DEV1 - Policies	Supports the "community centre" zoning on Airport Drive and requests the zoning be extended to the eastern side of the Airport Drive.	Amend the planning maps to rezone further land for commercial purposes on the eastern side of the Airport Drive including submitters property (Lot 1 DP 436175).
		2.03	Support in part	DEV1 - Policies	Supports the Plan Change in part.	Clarify the intended look and design of Airport Drive.
		2.04	Support in part	DEV1 - Policies	Supports the Plan Change in part.	Clarify how traffic noise effects would be addressed.
3	Airport Trustee Limited	3.01	Support in part	DEV1 - Maps	Supports the rezoning in part but concerned that residential zoning creates reverse sensitivity effects with existing poultry farm at 58 Airport Drive. Supports the acceleration of the rezoning of Area R and wishes to see this brought forward in the Future Development Strategy.	Rezone Area R as part of the Future Development Strategy 2024-2054 and/or through the Regional Spatial Plan currently required under the replacement legislation to the Resource Management Act.

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		3.02	Support in part	DEV1 - Maps	Concerned the Airport Drive roundabout design must provide separate property access and accommodate poultry farm vehicle movements.	Amend the indicative road network design provides for the safe and efficient poultry farm truck movements.
		3.03	Support in part	DEV1 - General	Supports the staging of development in the PSPDA but requests that Puketapu Structure Plan stage 3E shown in Appendix 3 be deferred until the realignment of Airport Drive is complete/Area R is rezoned.	Amend Appendix 3 to defer Stage 3E until after the realignment of Airport Drive is complete/Area R is rezoned.
4	Sahib Singh	4.01	Support in part	DEV1 - Figures	Supports in part the staging plan shown in Figure 106 over 21 Airport Drive but with amendments. The submitter considers it makes logical sense that the western portion of 21 Airport Drive be included in Stage 2 as it is reliant on access and infrastructure in Stage 2 rather than Stage 3.	Amend the staging plan shown in Figure 106 so that a portion of 21 Airport Drive is moved from Stage 3E into Stage 2 consistent with Taylor Patrick drawing reference number 25103-100-00.
		4.02	Support in part	DEV1 - Maps	Supports the indicative road indicative road transport network but is concerned that it does not align with the submitter's development vision and best lot yield for 21 Airport Drive. The submitter requests the road alignment be amended in manner consistent with the submitted maps by Taylor Patrick.	Amend the indicative road indicative road transport network through 21 Airport Drive is amended to be consistent with the plan by Taylor Patrick Surveyors (references 24066-102-03, 25103-100-00) and 25103-101-00).
		4.03	Support in part	DEV1 - Maps	Supports the acceleration of the rezoning of Area R and wishes to see this brought forward in the Future Development Strategy in late 2026/early 2027.	Requests that Area R be rezoned as part of the Future Development Strategy 2024-2054 in late 2026/early 2027 and/or through the Regional Spatial Plan currently required under the replacement legislation to the Resource Management Act.
5	Neil and Lloma Hibell	5.01	Support	DEV1 - Policies	Supports Policy DEV1-P7 (new) and DEV1-P7 (current) which seeks to ensure appropriate management of cultural material.	Retain the wording of Policy DEV1-P7 and Policy DEV1-P8 as notified.

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		5.02	Support	DEV1 - Rules	Supports Rule DEV1-R4 on the basis that the 50dBA noise contour as shown on the Puketapu Structure Plan does not extend into 47 Airport Drive.	Retain the wording of Rule DEV1-R4 as notified.
		5.03	Oppose	DEV1 - Rules	Oppose Rule DEV1-R1 as it applies to the Local Centre Zone.	Delete or amend Rule DEV1-R1 so that it does not apply to Local Centre Zone.
		5.04	Oppose	DEV1 - Rules	Oppose Rule DEV1-R9 as it applies to the Local Centre Zone.	Delete or amend Rule DEV1-R9 so that it does not apply to Local Centre Zone.
		5.05	Support	DEV1 - Figures	Supports Local Centre Zone on 47 Airport Drive at the corner of Airport Drive and Parklands Avenue shown in Figure 105.	Retain Local Centre Zone on 47 Airport Drive shown in Figure 105 as notified.
		5.06	Oppose	DEV1 - Figures	Oppose the Indicative Road Transport Network shown in Figure 105 on the basis that it would compromise access to Local Centre Zone land and residential subdivision development on 47 Airport Drive.	Amend Figure 105 to provide for access to the Local Centre along Airport Drive and Parklands Avenue.
		5.07	Support	DEV1 - Figures	Supports staging plan shown in Figure 106 (Appendix 3).	Retain Figure 106 (Appendix 3) as notified.
		5.08	Support in part	DEV1 - Maps	Oppose the Defined Pedestrian Frontage overlay shown in Appendix 4 and 5 along the Local Centre Zone road boundary on the basis it is of context with this small corner commercial area and will unduly restrict functionality of the commercial area. Support the Open Space Zone shown in Appendix 2 and 4 on the understanding that that stormwater within this area is able to be appropriately managed without adversely affecting 47 Airport Drive. Support the mapping of Waterbodies shown in Appendix 6 on the basis the map extent reflects actual extents.	Amend Appendix 4 and 5 to delete the Defined Pedestrian Frontage overlay as it applies to the Local Centre Zone road boundary along Parklands Avenue and Airport Drive boundary.

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					Support changes made in relation to Esplanade Reserves and Shared Pathways shown in Appendix 2.	
		5.09	Support in part	DEV1 - Guidance	Supports the Local Centre Zoning Guidance in part but opposes aspects of the guidance statement on the basis that it suggests other permitted activities may not be consistent with the purpose of the Local Centre Zone under the Structure Plan.	Amend the Structure Plan Guidance: Local Centre Zones statement as follows: <i>“The purpose of the eastern commercial area (Local Centre Zone) is to enable the provision of airport traffic related business, possibly centred on a service station-, <u>along with other activities compatible with the zone’s role, function, and intended character. Indicative vehicle access points to the eastern commercial area are identified and incorporated into the Structure Plan to ensure functional access to the commercial area.....”</u></i>
		5.10	Support in part	DEV1 - General	Supports in part but seeks consequential amendment to Rule DEV1-R9 to exclude a new vehicle access point on to Airport Drive for the Local Centre Zone. Such a change would imply that access is anticipated in this location under the Structure Plan. The submission notes that the Effects Standards of the Transport Chapter controls design suitability.	Amend Rule DEV1-R9 as follows: “New vehicle access points to Airport Drive: <u>(excluding access to the Local Centre Zone)</u> ”
6	C & W Developments GP Limited	6.01	Support	DEV1 - Policies	Supports Policy DEV1-P7 (new) and DEV1-P7 (current) which seeks to ensure appropriate management of cultural material.	Retain the wording of Policy DEV1-P7 and Policy DEV1-P8 as notified.
		6.02	Support	DEV1 - Rules	Supports Rule DEV1-R4 on the basis that the 50dBA noise contour as shown on the Puketapu Structure Plan does not extend into 33 E Airport Drive.	Retain the wording of Rules DEV1-R2, R4 and R8 as notified.
		6.03	Support	DEV1 - Figures	Supports Figures 105 and 106.	Retain the Figures 105 and 106 as notified.

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		6.04	Support	DEV1 - Guidance	Supports the guidance statement in relation to Esplanade Reserves and Shared Pathways. Supports in part the guidance on the Open Space Zone on the basis that it is demonstrated that stormwater within zone can be appropriately managed without adversely affecting 33 E Airport Drive.	Retain guidance statement wording in relation to Esplanade Reserves and Shared Pathways and Open Space Zone as notified.
		6.05	Support in part	DEV1 - Guidance	Supports the Local Centre Zone guidance statement with suggested amendments.	Amend the wording Local Centre Zones guidance statement as follows: <i>“Rather, ~~they are~~ it is intended to signal that the Council would be favourable to the consideration of Local Centre Zones type commercial activities at ~~these two~~ this locations, should the market determine that ~~these are~~ this is needed.”</i>
		6.06	Support	DEV1 - Maps	Support the maps in Appendix 4 including the General Residential Zone being applied to 33E Airport Drive but requests points of clarification.	Retain maps in Appendix 4 as notified and clarify whether there are any annotations or overlays which apply to 33E Airport Drive.
		6.07	Support	DEV1 - General	Support the changes in general.	Retain as notified.
7	Johnson Family	7.01	Support	DEV1 - Maps	Supports the General Residential Zone being applied to 33E Airport Drive.	Retain the map in Appendix 4 as notified.
		7.02	Oppose	DEV1 - Maps	Opposes the Open Space Zoning shown in Appendix 2 and 4 to their property at this time.	Either (i) Amend Appendix 2 and 4 to retain the existing General Residential Zone or alternative zoning. (ii) Adopt any alternative, consequential or other amendment to the Structure Plan that achieves (i).
8	Puketapu-Bell Block	8.01	Support in part	DEV1 - General	Generally supports the intent of Plan Change 2 but prefers that any amendments to zoning, structure plan layers and planning maps align	Consider whether it is possible that findings of the Bell Block Spatial Plan can be built into Plan Change 2.

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	Community Board				with the outcomes of the Bell Block Spatial Plan.	
9	Poppies Investment Trust Limited and Brent Dodunski	9.01	Support	DEV1 - Policies	Supports Policy DEV1-P7 (new) and DEV1-P7 (current) which seeks to ensure appropriate management of cultural material.	Retain the wording of Policy DEV1-P7 and Policy DEV1-P8 as notified.
		9.02	Support	DEV1 - Rules	Supports Rule DEV1-R4 on the basis that the 50dBA noise contour as shown on the Puketapu Structure Plan does not extend into 32 Airport Drive.	Retain the wording of Rules DEV1-R2, R4 and R8 as notified.
		9.03	Support in part	DEV1 - Figures	Supports Figure 105 including Local Centre Zone on the basis this would provide walkable service future residential needs of Bell Block and Area R when rezoned but requests expansion of Plan Change area.	Amend Figures 105 and 106 to include the following properties to the PSPDA: • 22 Airport Drive (Lot 1 DP 9412). • 32 Airport Drive (Lot 1 DP 539349).
		9.04	Support in part	DEV1 - Figures	Requests that 22 and 32 Airport Drive (currently in Area R) be included Stage 3E on Figure 106 of the PSPDA given they will be physically separated from Area R by through road from De Havilland Drive to existing Airport Drive.	Amend Figure 106 to add 22 and 32 Airport Drive to Stage 3E.
		9.05	Support	DEV1 - Guidance	Supports the wording of the Local Centre Zone guidance statement noting support for the commercial area in Airport Drive (Local Centre Zone).	Retain the Structure Plan Guidance wording as notified.
		9.06	Support in part	DEV1 - Maps	Supports the maps in part but requests that 22 and 32 Airport Drive (currently in Area R) be included Stage 3E of the PSPDA given they will be physically separated from Area R by through road from De Havilland Drive to existing Airport Drive. Supports Appendix 4 including retention of residential zones extending eastwards from Bell Block including Area R.	Append the planning maps in Appendix 4 and 5 to include the following properties to the PSPDA: • 22 Airport Drive (Lot 1 DP 9412). • 32 Airport Drive (Lot 1 DP 539349). Amend the maps to rezone these properties to General Residential Zone.

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					Supports new Local Centre Zone on Airport Drive as this provides for PSPDA and Area R.	
		9.07	Support in part	DEV1 - General	Support in general but request rezoning of 22 and 32 Airport Drive.	Amend the Objectives, Policies, Rules and Maps to include 22 and 32 Airport Drive into the plan change area and be rezoned to General Residential Zone.
10	Devon Developments Limited	10.01	Support in part	DEV1 - Maps	Supports in part the rezoning of land from Rural Production Zone to General Residential Zone. Requests that timing of Area R rezoning is brought forward as part of the review of the Future Development Strategy in late 2026/early 2027 and/or the Regional Spatial Plan, depending on what process this falls under.	Requests that Area R also be rezoned including commercial and mixed-use zones as part of the Future Development Strategy 2024-2054 in late 2026/early 2027 and/or through the Regional Spatial Plan currently required under the replacement legislation to the Resource Management Act
11	Catherine and Leon Vickers and Eldon Vickers	11.01	Support in part	DEV1 - Figures	Supports Figure 106 including the inclusion of the northern portion of 136 and 154 Wills Road within Stage 1 but opposes portion of their properties being shown in Stage 2 on the basis that splitting the land into two stages would result in duplication, lack of efficiency in design and infrastructure management and reduce confidence in the timing of development. The submitter considers it is logical that the entire property holding be developed together as part of Stage 1.	Amend Figure 106 to include further portions of 136 and 154 Wills Road into Stage 1.
		11.02	Support in part	DEV1 - Maps	Supports in part rezoning of a portion of 136 and 154 Willis Road shown in Appendix 3 from RPROZ to GRZ but requests eastern and northern portions of these properties outside of the Plan Change area also be rezoned from RPROZ to GRZ.	Amend planning maps to rezone further portions of 136 and 154 Wills Road within the PSPDA from RPROZ to GRZ.

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		11.03	Support in part	DEV1 - Maps	Supports in part sequencing of portions of 136 and 154 Willis Road within Stage 1 but requests eastern and northern portions of these properties outside of the Plan Change area also be rezoned from RPROZ to GRZ and included in Stage 1.	Amend the development sequencing in Appendix 3 to include further portions of 136 and 154 Willis Road within Stage 1.
		11.04	Support in part	DEV1 - Maps	Supports in part the Indicative Road Transport Network in Appendix 2 in relation to 102 and 136 Willis Road and 115 Airport Drive but requests amendments to the alignment consistent with Taylor Patrick Map 26039-100-101-02 and Timbre maps 26015-LP01 and 26015-LP02 on the basis that: • The road is moved further away from the Waitaha Stream. • The amended alignment is more cost-effective compared to the proposed alignment. • The proposal provides a 100m buffer around the pa site. • The amended road aligns with the 400mm sewer main which is consistent with best practice. • The amended road alignment has been modelled by a Licensed Cadastral Surveyor at Taylor Patrick.	Amend the indicative road network in Appendix 4 and 7 to be consistent with plan by Taylor Patrick (reference 26039-100-101-02) and Timbre (26015-LP01).
12	Simon McKie	12.01	Oppose	DEV1 - Maps	Opposes the rezoning of land from RPROZ to GRZ within the Plan Change area on the basis that: • The land is highly productive. • There is a lack of evidence to support the rezoning of highly productive land.	Delete the additional residential rezoning in its entirety.

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					- NPDC has not undertaken sufficient options analysis to show the rezoning is realistic and feasible. - The area has sufficient residential land. - The required infrastructure is not in place.	
13	Michael McKie	13.01	Oppose	DEV1 - Maps	Opposes the rezoning of land from RPROZ to GRZ within the Plan Change area on the basis that: - The land is highly productive. - There is a lack of evidence to support the rezoning of highly productive land. - NPDC has not undertaken sufficient options analysis to show the rezoning is realistic and feasible. - The area has sufficient residential land. - The required infrastructure is not in place.	Delete the additional residential rezoning in its entirety.
14	Waka Kotahi New Zealand Transport Agency	14.01	Neutral	DEV1 - General	Neutral towards Plan Change on the basis that: - The Integrated Transport Assessment by Beca dated 2014 is out of date and not fit for purpose. - Existing interchanges are operating with low LOS (level of service) and further growth would create further pressure on these intersections. - Effects of the proposed including cumulative effects have not been assessed and cannot be fully understood.	Update the Integrated Transport Assessment so that it is informed by local modelling which considers the intersection of State Highway 3 and - Airport Drive; - Wills Road; - Corbett Road; - Mangati Road and - Henwood Road interchange.
15	Kiwi Trust	15.01	Oppose	DEV1 - General	Opposes the Plan Change and requests that the properties at 22, 32 and 34 Airport Drive be included in the PSPDA and rezoned accordingly on the basis that:	Add the properties at 22, 32 and 34 Airport Drive to Plan Change 2. shown in in Appendix 1 of the submission.

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					- The inclusion of the site with Plan Change 2 better aligns with the purpose of the Plan Change. - The site was considered by the assessments underpinning the Plan Change but was not, as it should have been, considered in the s32 analysis which only considered one option for Local Centre Zone. - The inclusion of the site into the PSPDA is within scope of the Plan Change and does not create any procedural unfairness. - Including the land within the PSPDA is logical extension that supports integrated development and facilitates a well-functioning environment as directed by the NPS-UD. - Unlike the remainder of Area R, the site is infrastructure and development ready. - The rezoning of the land would be mastered planned, involve consultation with hapu and reinforce the entrance corridor, Taranaki Maunga and cultural identity.	
		15.02	Oppose	DEV1 - General	Opposes the Plan Change and requests that the properties at 22, 32 and 34 Airport Drive be included in the PSPDA and rezoned accordingly on the basis that: - The inclusion of the site with Plan Change 2 better aligns with the purpose of the Plan Change. - The site was considered by the assessments underpinning the Plan Change but was not, as it should have been,	Rezone the properties from FUZ to one or a combination of: - Mixed Use Zone (MUZ); - Local Centre Zone (LCZ); or - Any other zoning that would give effect to Plan Change 2 and higher order objectives including overlays, policies, rules and objectives.

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					considered in the s32 analysis which only considered one option for Local Centre Zone. • The inclusion of the site into the PSPDA is within scope of the Plan Change and does not create any procedural unfairness. • Including the land within the PSPDA is logical extension that supports integrated development and facilitates a well-functioning environment as directed by the NPS-UD. • Unlike the remainder of Area R, the site is infrastructure and development ready. • The rezoning of the land would be mastered planned, involve consultation with hapu and reinforce the entrance corridor, Taranaki Maunga and cultural identity.	
		15.03	Oppose	DEV1 - General	Opposes the Plan Change and requests that the properties at 22, 32 and 34 Airport Drive be included in the PSPDA and rezoned accordingly on the basis that: • The inclusion of the site with Plan Change 2 better aligns with the purpose of the Plan Change. • The site was considered by the assessments underpinning the Plan Change but was not, as it should have been, considered in the s32 analysis which only considered one option for Local Centre Zone. • The inclusion of the site into the PSPDA is within scope of the Plan Change and does not create any procedural unfairness.	Delete the Airport Drive Viewshaft Overlay.

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					- Including the land within the PSPDA is logical extension that supports integrated development and facilitates a well-functioning environment as directed by the NPS-UD. - Unlike the remainder of Area R, the site is infrastructure and development ready. - The rezoning of the land would be mastered planned, involve consultation with hapu and reinforce the entrance corridor, Taranaki Maunga and cultural identity.	
		15.04	Oppose	DEV1 - General	Opposes the Plan Change and requests that the properties at 22, 32 and 34 Airport Drive be included in the PSPDA and rezoned accordingly on the basis that: - The inclusion of the site with Plan Change 2 better aligns with the purpose of the Plan Change. - The site was considered by the assessments underpinning the Plan Change but was not, as it should have been, considered in the s32 analysis which only considered one option for Local Centre Zone. - The inclusion of the site into the PSPDA is within scope of the Plan Change and does not create any procedural unfairness. - Including the land within the PSPDA is logical extension that supports integrated development and facilitates a well-functioning environment as directed by the NPS-UD.	Delete or relocate the Airport Drive Specific Control Area (on the basis that the Site is rezoned as requested).

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					- Unlike the remainder of Area R, the site is infrastructure and development ready. - The rezoning of the land would be mastered planned, involve consultation with hapu and reinforce the entrance corridor, Taranaki Maunga and cultural identity.	
		15.05	Oppose	DEV1 - General	Opposes the Plan Change and requests that the properties at 22, 32 and 34 Airport Drive be included in the PSPDA and rezoned accordingly on the basis that: - The inclusion of the site with Plan Change 2 better aligns with the purpose of the Plan Change. - The site was considered by the assessments underpinning the Plan Change but was not, as it should have been, considered in the s32 analysis which only considered one option for Local Centre Zone. - The inclusion of the site into the PSPDA is within scope of the Plan Change and does not create any procedural unfairness. - Including the land within the PSPDA is logical extension that supports integrated development and facilitates a well-functioning environment as directed by the NPS-UD. - Unlike the remainder of Area R, the site is infrastructure and development ready. - The rezoning of the land would be mastered planned, involve consultation with hapu and reinforce the entrance corridor, Taranaki Maunga and cultural identity.	Consider alternatives that would give effect to the current overlays whilst providing for commercial and mixed-use development.

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		15.06	Oppose	DEV1 - General	Opposes the Plan Change and requests that the properties at 22, 32 and 34 Airport Drive be included in the PSPDA and rezoned accordingly on the basis that: - The inclusion of the site with Plan Change 2 better aligns with the purpose of the Plan Change. - The site was considered by the assessments underpinning the Plan Change but was not, as it should have been, considered in the s32 analysis which only considered one option for Local Centre Zone. - The inclusion of the site into the PSPDA is within scope of the Plan Change and does not create any procedural unfairness. - Including the land within the PSPDA is logical extension that supports integrated development and facilitates a well-functioning environment as directed by the NPS-UD. - Unlike the remainder of Area R, the site is infrastructure and development ready. - The rezoning of the land would be mastered planned, involve consultation with hapu and reinforce the entrance corridor, Taranaki Maunga and cultural identity.	Consider consequential amendments to give effect to the intent and objectives of the submission.
16	Papa Rererangi i Puketapu Ltd	16.01	Support	DEV1 - Policies	Supports the retention of Policy DEV1-P6.	Retain Policy DEV1-P6 as notified.
		16.02	Support	DEV1 - Rules	Supports the retention of Rule DEV1-R2.	Retain Rule DEV1-R2 as notified.
		16.03	Support	DEV1 - Rules	Supports the retention of Rule DEV1-R4.	Retain Rule DEV1-R4 as notified.
		16.04	Support in part	DEV1 - Guidance	Supports the guidance statement in part but requests change to reflect that both Figure 106 and Appendix 2 show that Stage 2 of the	Amend Structure Plan Guidance as follows:

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					Structure Plan Staging includes the New Plymouth Airport noise contour.	<i>“Structure Plan Guidance: New Plymouth Airport Stages 1 and 2 of the Puketapu Structure Plan Development Area is situated near the New Plymouth Airport....”</i>
		16.05	Support	DEV1 - Figures/ DEV1 - Maps	Supports the retention of Figure 105 and Appendix 2.	Retain Figure 105 as notified.
		16.06	Neutral	DEV1 - Guidance	Neutral towards proposed Local Centre Zone noting concerns that: - The scale activity should not compromise the role/function of the Airport Zone. - The economic evidence (s32 report) considers that the best location for a commercial centre is along Airport Drive/SH 3. - The s32 report fails to consider effects of the Local Centre Zone on the Airport Zone and restrict the ability for PRIP to fulfil the land use zoning established through the recent District Plan.	Update s32 analysis to consider the impact of Local Centre Zone on the Airport Zone and consider changes to the Plan Change including: - Refining the activities allowed in and size of the Local Centre Zone. - Further changes to protect the development potential of the Airport Zone.
17	Ngā Kaitiaki o Puketapu Hapū	17.01	Support	DEV1 - Policies	Supports the retention of Policy DEV1-P1-P7.	Retain Policy DEV1-P1-P7 as notified.
		17.02	Support in part	DEV1 - Policies	Supports Policy DEV1-P8 in part but requests clarification of the number of infrastructure crossings of the main stem of the Waitaha Stream. The submitter believes there are at least 4.	Amend policy DEV1-P8(3) to reference the total number of infrastructure crossings of the Waitaha Stream.
		17.03	Support	DEV1 - Rules	Supports the retention of Rule DEV1-R2.	Retain Rule DEV1-R2 as notified.
		17.04	Support	DEV1 - Rules	Supports the retention of Rule DEV1-R4.	Retain Rule DEV1-R4 as notified.
		17.05	Support	DEV1 - Rules	Supports the retention of Rule DEV1-R8.	Retain Rule DEV1-R8 as notified.
		17.06	Support in part	DEV1 - Figures	Supports Figure 105 in part but requests consideration of that additional features in the PSPDA could also be added including:	Amend Figure 105 to: - Include SASM identified in the Geometria report. - Reflect the Waitaha Restoration Plan.

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					- Potential SASM identified in the Geometria Report. - Infrastructure crossings of the Waitaha stream and tributaries.	
		17.07	Support in part	DEV1 - Guidance	Supports the guidance section in part but requests reference be included to the Waitaha Restoration Plan on the basis this would improve plan user experience.	Amend the Structure Plan Guidance to reference the Waitaha Restoration Plan.
		17.08	Support in part	DEV1-Maps	Supports the planning maps in part but requests changes to reflect that: - Open Space zoning is more appropriate than General Residential Zoning for: - Those parts of the Waitaha stream catchment already in reserve. - The tributaries of the Waitaha stream. - The reserve area defined by the Waitaha Restoration Plan appended to the Section 32 Report.	Amend the maps shown in Appendix 4 to extend the Open Space zoning to include the Waitaha Stream reserve areas shown on the Structure Plan (Figure 105 and Appendix 102). or Amend the Structure Plan maps to include the Waitaha Stream reserve areas shown on the Structure Plan.
		17.09	Support in part	DEV1-Maps	Clarify the locations of “local centres / smaller centres” and how these will support a well-functioning community including how public spaces will be designed and reflect consultation and narratives of Puketapu Hapū.	Refine the size and location of the Local Centre Zone to be inclusive of Puketapu Hapū applied cultural expression outcomes.
18	Te Kotahitanga o Te Atiawa Trust	18.01	Support	DEV1 - Policies	Supports the retention of Policy DEV1-P1-P7.	Retain Policy DEV1-P1-P7 as notified.
		18.02	Support in part	DEV1 - Policies	Supports Policy DEV1-P8 in part but requests clarification of the number of infrastructure crossings of the main stem of the Waitaha Stream. The submitter believes there are at least 3.	Amend Policy DEV1-P8(3) to reference the total number of infrastructure crossings of the Waitaha Stream (3).
		18.03	Support	DEV1 - Rules	Supports the retention of Rule DEV1-R2.	Retain Rule DEV1-R2 as notified.
		18.04	Support	DEV1 - Rules	Supports the retention of Rule DEV1-R4.	Retain Rule DEV1-R4 as notified.
		18.05	Support	DEV1 - Rules	Supports the retention of Rule DEV1-R8.	Retain Rule DEV1-R8 as notified.
		18.06	Support in part	DEV1 - Figures	Supports in part the Figures but requests:	Amend Figure 105 to:

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					- Amendments be made to reflect the rich cultural landscape which could be discovered during development. evidenced in the Geometria report. - Amendments to clarify the number and locations of infrastructure crossings across the Waitaha Stream.	- Include SASM identified in the Geometria report. - Align with the Waitaha Restoration Plan.
		18.07	Support in part	DEV1 - Guidance	Supports the guidance section in part but requests reference be included to the Waitaha Restoration Plan.	Amend the Structure Plan Guidance to reference the Waitaha Restoration Plan.
		18.08	Support in part	DEV1 - Maps	Supports the planning maps in part but requests changes to reflect that: - Open Space zoning is more appropriate than General Residential Zoning for: - Those parts of the Waitaha stream catchment already in reserve. - The reserve area defined by the Waitaha Restoration Plan appended to the Section 32 Report. - Clarify the locations of “local centres / smaller centres” and how these will support a well-functioning community including how public spaces will be designed and reflect consultation and narratives of Puketapu Hapū.	Amend the maps shown in Appendix 4 to extend the Open Space zoning to include the Waitaha Stream reserve areas shown on the Structure Plan (Figure 105 and Appendix 102).
		18.09	Support	DEV1 - General	Not stated.	Retain as notified.
19	McKinlay Surveyors Ltd	19.01	Oppose	DEV1-Maps	Opposes the rezoning of RRPOZ land to GRZ land on the basis that: - The Plan Change fails to meet the test under the NPS-HPL clause 1(a). - The Plan Change relies on capacity from land which is subject to constraints e.g. SASM/Archaeological sites.	1. Delete the additional residential rezoning in its entirety. 2. Alternatively, the residential rezoning does not occur until: (a) capacity analysis is revised to account for SASM/ARCH sites;

Sub No.	Submitter	Sub No./ Point No.	Support/Oppose	Provision	Summary of Submission	Decision Request
					• The s32 options analysis is inadequate in terms of its consideration of alternatives. • The slow rate of development in the existing structure plan area demonstrates that the constraint on housing delivery is not land supply. • The plan change relies on a traffic assessment which is outdated and includes unimplemented recommendations. • Wetland mapping ○ Relies on a draft report. ○ Does not account for setbacks required under the NES-FM. • The liquefaction assessment is outdated and creates uncertainty about liquefaction effects. • The airport noise analysis: ○ Does not adequately protect the airports future operation. ○ Is inconsistent with the IHP's prior recommendation that the land remain rural.	(b) an updated traffic impact assessment is prepared; (c) wetland mapping is reconciled with technical evidence; (d) the rezoning be informed by an updated liquefaction assessment; and (e) the airport noise contour inconsistency between the s32 report and the plan change maps is resolved.
		19.02		DEV1 - General	Opposes the spatial layer updates, local centre rezoning, and proposed policy DEV1-P7 which are consequential or associated with the residential rezoning.	Reconsider the remaining components of Plan Change 2 including spatial layer updates, local centre rezoning, and proposed Policy DEV1-P7 to reflect the deletion of residential zoning sought by the primary relief.