

Appendix 4: Summary of Recommendations on Submissions

Sub point #	Submitter Name	Support/Oppose/ Seek Amend	Summary of submission	Staff Recommendation Accept/Reject/ Accept in Part	Staff Recommendation
1.1	Allen Jufffermans	Amend rule OL60D	Subdivision in Stage 2 up to 30 HUE should be a Controlled Activity, and beyond 30 HUE should be discretionary.	Reject	The Discretionary activity status under the Overlay rule OL60D is considered appropriate as this status relates to the Staging of Area Q, which for Stage 2 is dependent on roading development. This status aligns with the Residential Environmental Area subdivision rules which is considered appropriate.
1.2	Allen Jufffermans	Amend rule OL60D	Change the prohibited activity status for subdivision rules relating to Stage 3F (assume submitter is referring to Stage 3E) to full discretionary.	Reject	This amendment would require the fulsome assessment of effects likely to arise from enabling development in Stage 3E immediately. This assessment has not been carried out in the s32 report for PLC47.
2.1	NZ Transport Agency	Support	Adherence to the Area Q indicative roading is important to ensure good connectivity is maintained within the residential area. Airport Drive has capacity for 30 habitable buildings but further development will need to use the collector road as development beyond 30 lots is not anticipated to be acceptable from a transportation effects perspective.	Accept	The comments that the submitter has made on PLC47 align with the intent of the Plan Change.



Further Submission 1.1	B & K Engert	Oppose NZ Transport Agency submission	Oppose NZTA supporting this Plan Change that could allow 20-30 dwellings and further add to traffic, particularly while the SH3-Waitara to Bell Block project is still in investigation.	Reject	Some limited development can be enabled, provided transportation related effects are considered via a resource consent process.
Further Submission 2.1	D & L Crow Farm Ltd	Support NZ Transport Agency submission	The Crows support integrated planning and the NZ Transport Agency's position that 30 dwelling units within Stage 2 of Area Q could be achieved with access off Airport Drive, and the wider recommendations for upgrading Airport Drive-SH3 intersection, and retaining the Parkland Ave extension as the main collector road through Area Q to Wills Road.	Accept	The comments that the submitter has made on PLC47 align with the intent of the Plan Change.
Further Submission 3.1	B & B Fredericksen	Oppose NZ Transport Agency submission	<p>The submitters oppose NZTA supporting this Plan Change as it will put further pressure on the Waitara/Bell Block section of SH3, particularly while the SH3-Waitara to Bell Block project is still under investigation by NZTA, and has a 'poor safety record' according to the NZTA website.</p> <p>The submitters support NZTA's support for adherence to the Area A roading plan, and adherence to NZ National Standards for construction of roads affected by PLC47.</p>	Accept in part	<p>Some limited development can be enabled, provided transportation related effects are considered via a resource consent process.</p> <p>No changes to the roading layout set out in the Area Q Structure Plan is proposed as part of PLC47.</p>
3.1	D & L Crow Farm Ltd	Amend rule OL60D (a), (b) and (2)	Minor amendments are sought to ensure that if a road access from Wills Road or Parkland Avenue is made available to Stage 2 prior to the release of Stage 3E, then there should not be a	Reject	PLC47 retains the current roading layout as set out in the Area Q Structure Plan. However, it is noted that the rules enable alternative accesses to Wills Road to be



			timing or development limitation within Stage 2. The Council should consider the potential for landowners within Stage 2 to access Wills Road via means other than just Parklands Avenue.		considered via a resource consent process.
3.2	D & L Crow Farm Ltd	Amend Rule OL60D Assessment Criteria (3)	Amendment sought: <i>(3) For subdivision and development in Stage 2 prior to the release of Stage 3E, where access is obtained <u>solely</u> from Airport Drive – The effects of additional vehicle movements on the traffic safety and efficiency of Airport Drive as an ARTERIAL ROAD and on the ROAD TRANSPORTATION NETWORK.</i>	Reject	The amendment sought is not considered necessary, as the rules already enable a resource consent application to be made for development in Stage 2 from roads other than Airport Drive.
3.3	D & L Crow Farm Ltd	Amend footnote for Rule OL60D	As above	Accept in part	The amendments sought to the explanation footnote provides additional clarity for District Plan users.
3.4	D & L Crow Farm Ltd	Amend Structure Plan guidance to encourage access to Wills Road via linkages other than the Parklands Ave extension.	As above	Reject	The overall road layout set out in the operative Structure Plan for Area Q is recommended to be retained, whereby the Parklands Ave extension is retained as the primary connection to Wills Road.
5.1	B & K Engert	Ensure development in Area Q has access internalised through Bell Block – connecting Parklands Avenue to Wills Road, and only connect Parklands Avenue to Airport Drive	The submitters are not opposed to Stage 2 being developed ahead of schedule but are opposed to any access for further development being via Airport Drive. The submitters are concerned about traffic hazards on the Highway. Traffic assessment did not consider the Wills	Reject	The Plan Change seeks to enable limited access from Stage 2 to Airport Drive, prior to the re-alignment of Airport Drive. The scope of the Transportation Assessment which informed the Plan Change is considered to be adequate.



		once Airport Drive has been realigned.	Road/Corbett Road/Farmlands/Fuel Station intersection.		
Further Submission 2.2	D & L Crow Farm Ltd	Oppose B & K Engert's submission	The Crows believe that the Traffic Impact Assessment provided with the Plan Change demonstrates that development of Stage 2 with up to 30 allotments off Airport Drive can be provided for without creating a traffic safety issue. Therefore, it is considered that some form of access to Area Q off Airport Drive is appropriate provided no more than 30 dwellings result from the development.	Accept	The scope of the Transportation Assessment which informed the Plan Change is considered to be adequate.
6.1	Kit and Meredith Lamdt Jensen	Support and provide provisional walkway/cycleway access to Coastal Walkway	The submitters suggest that a provisional walkway/cycleway should be established connecting the proposed subdivision with Wills Road in order to enable access to the Coastal Walkway and schools. This would avoid having to transport bikes in cars via SH3 to access the Coastal Walkway.	Accept in part	The Plan Change is recommended to be approved. No changes are proposed to provide a provisional walkway connection to Wills Road or the Coastal Walkway, as this would traverse private land. However, no changes to the Area Q Structure Plan are proposed and therefore a connection to Wills Road and the Coastal Walkway will occur in the future if development occurs in line with the Structure Plan.
7.1	Poppas Peppers 2009 Ltd	Support	Do not obtain land from 35 Airport Drive to form road connection to Airport Drive.	Accept	No changes to the roading layout depicted in the Area Q Structure Plan are proposed via PLC47.
Further Submission 2.3	D & L Crow Farm Ltd	Support Poppas Peppers 2009 Ltd submission	Support Poppas Peppers 2009 Ltd submission which states that if any future road is developed along the existing right of way at 33 Airport Drive then no land be required to be obtained	Accept	No changes to the roading layout depicted in the Area Q Structure Plan are proposed via PLC47.



for widening from the Poppas Peppers property.

8.1	B & B Fredericksen	Oppose	The submitters raise concerns about transportation effects and capacity issues on the roading network, and question the justification for encouraging additional pressure onto SH3 in this location. They seek the internalising of all local traffic within Area Q by constructing the planned corridors, as shown in the District Plan.	Accept in part	The Plan Change will enable resource consent applications to be made for limited development in Stage 2 accessing Airport Road. However, work is continuing on the planning of upgrades to SH3, and this work will continue so that Area Q can be fully developed as anticipated in the District Plan.
Further Submission 1.2	B & K Engert	Support B & B Fredericksen submission	Support submission as have concerns with the Transport Assessment, based on its limited scope.	Reject	The scope of the Transportation Assessment which informed the Plan Change is considered to be adequate.
Further Submission 2.4	D & L Crow Farm Ltd	Oppose in part B & B Fredericksen submission	The Crows believe that the Traffic Impact Assessment is adequate. The Crows support the requirement for Area Q to be developed in accordance with the Structure Plan and that 30 dwelling units will not compromise the overall intention of the Area Q Structure Plan.	Accept	The scope of the Transportation Assessment which informed the Plan Change is considered to be adequate and the roading layout in the Area Q Structure Plan will not be changed via this Plan Change.

