

Palmerston North City District Plan

Proposed Plan Change G: Aokautere Growth Area

Summary of Decisions Requested from Original Submissions

19 November 2022

PUBLIC NOTIFICATION OF SUMMARY OF SUBMISSION UNDER THE RESOURCE MANAGEMENT ACT 1991

PALMERSTON NORTH DISTRICT PLAN PROPOSED PLAN CHANGE G: AOKAUTERE GROWTH AREA

The Palmerston North City Council gives notice as required by Clause 7 of the First Schedule of the Resource Management Act 1991, of the availability of a summary of decisions requested by people making submissions to Proposed Plan Change G.

The Council has received 107 original submissions on Plan Change G.

The purpose of PC G is to introduce a new structure plan and changes to the District Plan to provide for additional housing supply in Palmerston North over the medium to long term.

The summary of decisions requested in the original submissions and the original submissions themselves, are available for inspection at the following locations when these facilities are open to the public:

- The Customer Service Centre, Palmerston North City Council, Civic Administration Building, The Square, Palmerston North;
- The Palmerston North Public Library, The Square, Palmerston North;
- Branch Libraries: Roslyn, Awapuni, Highbury, Ashhurst, the Mobile Library and Linton Army Camp

All information, factsheets and submission forms are also available on the Council website: pncc.govt.nz/aokautere Enquiries about Plan Change G: Aokautere Growth Area can be made to Michael Duindam, Principal Planner on phone (06)356 8199 or email[Michael.duindam@pncc.govt.nz]

The Palmerston North City Council is now calling for **further submissions in support of, or in opposition to**, the submissions lodged to Proposed Plan Change G; Aokautere Growth Area. Under clause 8 of the First Schedule of the Resource Management Act 1991, the following parties may make a further submission either supporting or opposing submissions made on this plan change:

- any person representing a relevant aspect of the public interest;
- any person who has an interest in the proposed plan change that is greater than that of the general public; and
- the Palmerston North City Council itself.

Further submissions must be in writing in the form prescribed (Form 6) in the Resource Management (Forms) Regulations 2003 or similar, including submissions via email. Further submissions lodged by way of e-mail do not require a signature.

Further submission forms are available online, at the above offices or can be downloaded from the Council website: pncc.govt.nz/aokautere].

The closing date for making further submissions is **4pm, Friday 2 December**.

Further submissions to the plan change must be lodged to the Council by one of the following options:

Email: submission@pncc.govt.nz Put Plan Change G in the subject line

Posted to:

or Delivered to:

Democracy & Governance Manager

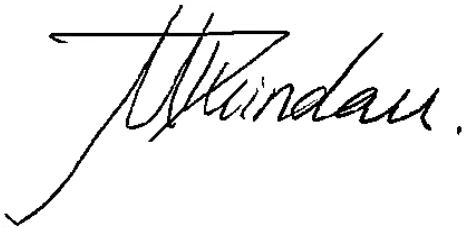
Democracy & Governance Manager

Palmerston North City Council
Private Bag 11-034
PALMERSTON NORTH

c/- Customer Service Centre
Palmerston North City Council
The Square, PALMERSTON NORTH

Once the closing date for lodging further submissions has passed, the Council will convene hearings to consider submissions and further submissions that have been lodged and issue decisions on the matters raised. Anyone who has made a submission or further submission and who has indicated that they wish to be heard will have the right to attend the hearings and present their submission. On receiving notice of a decision on their submission, any person who disagrees with or is dissatisfied with the decisions made may refer the decision to the Environment Court for further consideration.

IMPORTANT: Any person making a further submission to Proposed Plan Change G: Aokautere Growth Area must serve a copy of their further submission on the person who made the original submission within five working days of lodging their further submission with the Council.



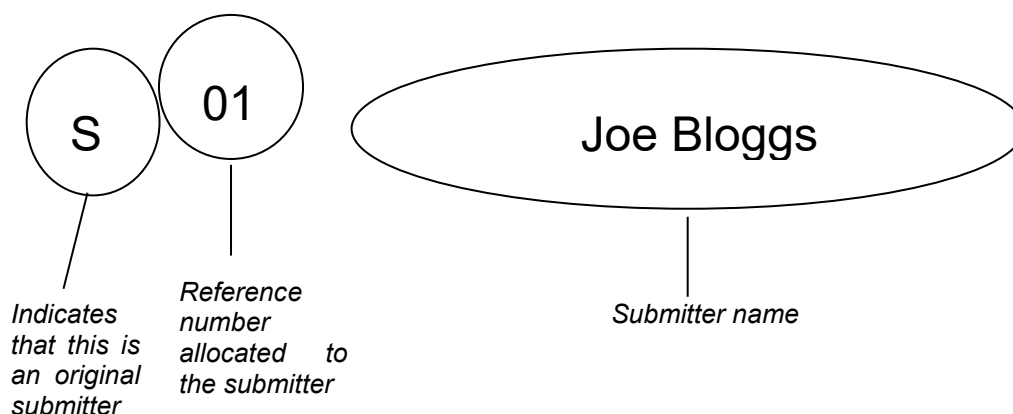
Michael Duindam
Principal Planner (for Palmerston North City Council)
19 November 2022

INTRODUCTION

The summary in Part I of this document has been prepared to assist the Council in meeting notification requirements under Clause 7 of the First Schedule of the Resource Management Act 1991.

It has been prepared to assist those who may wish to prepare a further submission, or those preparing evidence or hearing evidence in respect of Proposed Plan Change G. **Please note that a copy of the original submissions has been enclosed as Part II of this document. This summary does not replace the original submissions.**

Submissions are listed within the Summary of Submissions under the following header format:



Submissions typically have two parts:

The Submission: Usually stating whether the submitter supports or opposes the plan change either in whole or in part, and the reasons for that support or opposition.

Decision Requested: The action which the submitter requests the Council to take.

MAKING A FURTHER SUBMISSION

The following parties may make a further submission either supporting or opposing submissions made on this plan change:

- any person representing a relevant aspect of the public interest;
- any person who has an interest in the proposed plan change that is greater than that of the general public; and
- the Palmerston North City Council itself.

A further submission must be made by making a written further submission in general accordance with Form 6 of the Resource Management Act (Forms) Regulations 1991, or similar. A further submission can be made either supporting (in whole or in part), or opposing (in whole or in part) any original submission. A further submission cannot traverse any issue that is not covered by the original submission, but can give reasons for the support or opposition to the original submission.

A copy of a further submission is required to be served on the original submitter within 5 working days of the further submission being made to the Council. A list of the submitter's details can be requested from governance@pncc.govt.nz.

PROPOSED PLAN CHANGE G: Aokautere Growth Area

Part I – Summary of Submissions

SUBMITTER	Submission Point Number	Plan Provision	Support/ Oppose	Reasons	Decision Requested
S1 Bo Yu	S1.001	Whole of Plan Change	Oppose	I am opposed to this change.	[No specific relief sought]
S16 Brian Hewson	S16.001	Whole of Plan Change	Not Stated	Intrigued as to why Palmerston North is following Auckland and going for urban sprawl rather than intensification in inner city areas.	Provide more detail on the proposal and its impacts.
S18 Robert McLachlan	S18.001	Whole of Plan Change	Oppose	<p>I oppose the Proposed Plan Change G on the grounds that:</p> <ol style="list-style-type: none"> 1. It would increase emissions, rather than decrease them. 2. It would create low-density suburban sprawl leading to Palmerston North's most car-dependent suburb. 3. The proposal does not take into account recent changes to the National Policy Statement on Urban Development or the Emissions Reduction Plan. <p>The proposal is to add about 1030 dwellings on 450 hectares, leading to a density of a bit over 2 dwellings per hectare - exceptionally low. The very low density is due both to the site (which contains some gullies, and potentially up to 10% native bush cover) and to the traditional suburban layout with a lot of sections for single family homes. (There are some medium-density parts, but they are included in the total.)</p> <p>Contrast this to the famous low-car development of Vauban, Germany, in which 2000 dwellings were built on a 38 ha site from 1998-2006.</p> <p>The overall design looks like Hamilton development of the 1960s - single family homes, wide streets separated by bushy gully - acceptable 60 years ago but disastrous with the present climate emergency.</p>	<p>Pause work on the Plan and place a moratorium on single-home-sprawl until PNCC's and Horizon's responses to the May 2022 NPS-UD modifications and to the ERP are in place.</p> <p>Check that PNCC's climate plan meets current national climate targets, such as the 1.5oC warming target of the Paris Agreement and is best practice relative to other New Zealand cities and to best practice in similar cities worldwide. Before lifting the moratorium, determine what proportions of new housing types (fringe/existing/CBD, low/medium/high density) are commensurate with our climate and other urban targets.</p> <p>Demonstrate that PNCC and HRC can provide high quality active and public transport infrastructure and achieve the required mode shift.</p> <p>Investigate low-car developments.</p>

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				<p>In addition to the low density, the location is far from the centre of Palmerston North, which (as the proposal notes) most residents will be travelling to and from. The submission notes it is 3.5km from one end of the region to Aokautere Drive and 9km to the Square. The existing part of this suburb is already one of the most car-dependent parts of the city. Only 1% of residents get to work by bus (4% walk, 4% bike), and I suspect most of those are in the older parts of Poutoa with a journey of less than 9 km.</p> <p>The suggested mitigation factors (Table 12) (for the predicted extra 8000 vpd) are mostly about improving the road layout for cars.</p> <p>The factors cited in the traffic report as influencing an increase in the active and public mode to counter this - amounts to shifting costs and responsibility onto other parts of our society and the planning system.</p> <p>Very wide streets (21m reserve) so that buses can get around easily, also detracts from the urban environment.</p> <p>Simply providing on-road cycleways is not going to be sufficient to avoid the growth in car traffic when the factors that cause it are designed into the layout of the suburb.</p> <p>The traffic report does note the goal of reducing emissions 30% by 2030, but it does not quantify the effect of the proposal on emissions, or how any of the listed mitigations would help.</p> <p>The location is terrible for schools, with no options for primary-aged children to travel to school independently. This will further lock in car dependency. Even if the village centre</p>	

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				<p>materializes, there will be very few services that people will walk to. Even the supermarket will be 3.5 km away from the far end of the suburb, this pattern of development will induce car trips, not avoid them.</p> <p>Submission refers to the 2022 modifications to the NPS-UD in relation to the Intensification Planning Instrument, and specifically policies 5, Objective 8 and Policy 11 and questions whether the RPS or District Plan has been modified yet in response.</p> <p>Submission refers to the alternative approach to planning in the context of climate change taken in Wellington and Auckland and cites the Auckland Transport Emissions Reduction Plan in relation to some land use decisions undermining emission reduction goals and the National Emissions Reduction Plan - Transport Target 1, and Action 10.1.1 in relation to the relationship between urban form and transport emissions.</p>	
S18 Robert McLachlan	S18.002	Whole of Plan Change	Oppose	<p>I oppose the Proposed Plan Change G on the grounds that:</p> <ol style="list-style-type: none"> 1. It would increase emissions, rather than decrease them. 2. It would create low-density suburban sprawl leading to Palmerston North's most car-dependent suburb. 3. The proposal does not take into account recent changes to the National Policy Statement on Urban Development or the Emissions Reduction Plan. <p>The overall design looks like what was built in Hamilton in the 1960s, single family homes and wide streets separated by bushy gullies. That was understandable 60 years ago but in the present climate emergency it would be disastrous. Frankly, I was ashamed to be reading all the fine words about reducing emissions, transforming to a low carbon transport system, etc., in a proposal that</p>	<p>Check that PNCC's climate plan meets current national climate targets, such as the 1.5oC warming target of the Paris Agreement and is best practice relative to other New Zealand cities and to best practice in similar cities worldwide. Before lifting the moratorium, determine what proportions of new housing types (fringe/existing/CBD, low/medium/high density) are commensurate with our climate and other urban targets.2. Demonstrate that PNCC and HRC can provide high quality active and public transport infrastructure and achieve the required mode shift.3. Investigate low-car developments.</p>

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				<p>does completely the opposite.</p> <p>In addition to the low density, the location is far from the centre of Palmerston North, which (as the proposal notes) most residents will be travelling to and from. The existing part of this suburb is already one of the most car-dependent parts of the city. There is a suggestion that increasing active and public transport mode share would limit the increase in car traffic to 6000 vpd, but this shifts costs and responsibility onto other parts of our society and the planning system.</p> <p>The traffic report does note the goal of reducing emissions 30% by 2030, but it does not quantify the effect of the proposal on emissions, or how any of the listed mitigations would help. Notes that there are no options for primary-aged children to travel to school independently, which locks in car dependency, and that the village centre will be inadequate in encouraging people to walk to services.</p> <p>[The submission refers to NPS-UD Objective 8 re reducing greenhouse gas emissions and Policy 11. The submission contrasts the proposal with the proposed new RPS for Wellington, and cites Auckland's Transport Emissions Reduction Plan, as well as the National Emissions Reduction Plan - Transport Target 1 and Action 10.1.1.]</p>	
S20 Patrick Morgan	S20.001	Whole of Plan Change	Oppose	<p>We oppose the Proposed Plan Change G on the grounds that:</p> <ol style="list-style-type: none"> 1. It would increase emissions, rather than decrease them. 2. It would create low-density suburban sprawl leading to Palmerston North's most car dependent suburb. 3. The proposal does not take into account recent changes to the National Policy Statement on Urban Development or the Emissions Reduction Plan. 	<p>Pause work on the Plan and place a moratorium on single- home-sprawl until PNCC's and Horizon's responses to the NPS-UD and ERP are in place.</p> <p>Check that PNCC's climate plan meets current national climate targets, such as the 1.5oC warming target of the Paris Agreement and is best practice relative to other New Zealand cities and to best practice in similar cities worldwide. Before lifting the moratorium, determine what proportions of</p>

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				The proposal is to add about 1030 dwellings on 450 hectares, leading to a density of a bit over 2 dwellings per hectare - exceptionally low. The very low density is due both to the site (which contains some gullies, and potentially up to 10% native bush cover) and to the traditional suburban layout with a lot of sections for single family homes.	new housing types (fringe /existing /CBD, low/medium/high density) are commensurate with our climate and other urban targets. Demonstrate that PNCC and HRC can provide high quality active and public transport infrastructure and achieve the required mode shift. Investigate low-car developments.
S20 Patrick Morgan	S20.002	Whole of Plan Change	Oppose	We oppose the Proposed Plan Change G on the grounds that: 1. It would increase emissions, rather than decrease them. 2. It would create low-density suburban sprawl leading to Palmerston North's most car dependent suburb. 3. The proposal does not take into account recent changes to the National Policy Statement on Urban Development or the Emissions Reduction Plan.	Pause work on the Plan and place a moratorium on single-home-sprawl until PNCC's and Horizon's responses to the NPS-UD and ERP are in place. Check that PNCC's climate plan meets current national climate targets, such as the 1.5oC warming target of the Paris Agreement and is best practice relative to other New Zealand cities and to best practice in similar cities worldwide. Demonstrate that PNCC and HRC can provide high quality active and public transport infrastructure and achieve the required mode shift. Investigate low-car developments.
S24 George Kinder	S24.001	Whole of Plan Change	Not Stated	Not sure.	Not sure.
S29 Charles Chua	S29.001	Whole of Plan Change	Oppose	My wife and I are strongly opposing your proposed plan change G: Aokautere urban growth because in our view, your proposal is purely based on greed and not on any real needs for the residents of the city. You have completely ignored the serious and obvious negative impacts on the environment and the residents close by. In our view, future generations would fondly remember you and appreciate your forward thinking if the whole area is turned into a park planted with lots and lots of native trees and children's playgrounds are created. This would not only enhance the attractiveness and reputation of the city but would definitely benefit the	Drop the whole proposal and turn it into a park where native trees are planted and residents are free to come and enjoy it!

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				wellbeing of all residents and also people from far away.	
S31 Ralph Sims	S31.001	Whole of Plan Change	Oppose	<p>Palmerston North City has a Climate Change Plan (2021) that has a target to reduce emissions by 30% within 8 to 9 years. The New Zealand Government also has an Emission Reduction Plan (May 2022). The PNCC proposed Plan Change G pays little attention to greenhouse gas emissions that are likely to increase as a result of the Plan being implemented. As one example, the Transport plan appended (dated 28 July 2022) does not include the PNCC Climate Change Plan (2021) and the word "climate" is only mentioned in Appendix 1 when quoting Objective 4 of Horizon's Regional Land Transport Plan.</p> <p>No assessment has been made to quantify increased emissions resulting from the proposals under Plan Change G, including additional transport:</p> <ul style="list-style-type: none"> - the need for greater urban density to encourage active transport; - the impact of car dependence from any dwellings on the proposed new rural-residential area on the Waters block; - provision of a range of local facilities (including sports amenities) in order to avoid travel demand into the city centre; - use of standard stormwater design parameters not anticipating more frequent heavy rainfalls, and - other similar issues relating to greenhouse gas emissions and adaptation have not been considered. <p>The whole plan exemplifies the traditional concept of building houses (many detached and with large gardens) requiring the need for a roading network to prioritise car access. Alternative urban designs have been demonstrated; the suburb of Vauban in Frieburg-im-Bresau, Germany, being a model that</p>	<p>Review the entire proposed Plan Change G from both climate mitigation and climate adaptation perspectives. This includes quantifying the potential increase in resulting greenhouse emissions that will result, and their impact on meeting the 2031 target of 30% reduction imposed under the PNCC Climate Change Plan (2021).</p>

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				<p>could be replicated to some extent in the proposed Plan Change G (see https://www.smartcitiesdive.com/ex/sustainablecitiescollective/words-most-successful-model-sustainable-urban-development/229316/).</p> <p>Due to climate change impacts, we face an uncertain future. Inter alia, traditional urban planning approaches have to become more visionary rather than business-as-usual as is proposed in Plan Change G. Every policy and development by national, regional and local governments now has to be examined under a climate lens for both mitigation and adaptation. This has not been done with proposed Plan Change G.</p>	
S35 Douglas Pringle	S35.001	Whole of Plan Change	Not Stated	<p>Palmerston North City Council subscribes to the WHO Safe communities and has a specified strategic direction of 'Small city benefits, big city ambition'. The Safe Communities Plan primarily contributes to the Palmerston North City Council's goal of connected and safe communities.</p> <p>Given PNCC subscription to the WHO safe communities, it is odd that a technical report from the Safe Communities perspective is not included in the PCG.</p> <p>Planners have a responsibility for community safety through their work planning new communities. While section 39 of the Health and Safety in Employment Act (which places a legal responsibility on designers of structures as having a primary duty of care to those present in the workplace) may not extend to the design of public spaces, the submitter draws a parallel to illustrate the gravitas of the responsibility for the planning process.</p>	It is recommended the PC G includes a health and safety technical report indicating alignment or divergence to the strategies articulated in the PNCC Safe Communities Plan.
S35 Douglas Pringle	S35.004	Whole of Plan Change	Not Stated	<p>There is no noise assessment in the technical reports.</p> <p>At the Mighty River Turitea windfarm call in, the</p>	It is recommended a boundary noise assessment of the consented wind farms is undertaken and overlaid with the PC G to establish which properties are likely to

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				<p>development of Aokautere residential zone would have more than minor noise disturbance from the wind turbines to the East of Aokautere. The Mighty River call in resulted in the turbine nearest to proposed PCG development being removed, although that was done predominantly for visual aesthetics to preserve the outstanding natural skyline features.</p> <p>The anticipated noise assessment in the original wind farm proposal extended westward to the edge of the IPU college location. The PCG proposal extends potential dwellings in a south west direction taking them closer to the now consented and built wind turbines. Wind turbine noise is a potential negative health affect to those closer to the turbines, particularly on sleep disturbance at night-time with low speed wind flows.</p>	<p>experience a more than a minor noise effect. The LIM on affected properties should include wind turbine noise disturbance and dwelling design may need to include acoustical considerations.</p>
S41 Brett Guthrie	S41.001	Whole of Plan Change	Support in part	<p>This submission supports the introduction of an integrated plan in principle. However, significant amendment is required, seeking greater consideration given to the special character of Moonshine Valley Rural Residential Area.</p> <p>Inconsistencies and contradictions between the District Plan, Plan Change G and the Aokautere Structure Plan are highlighted.</p> <p>The submitter considers that overall the Masterplan 2022 has done little to allay the concerns of Moonshine Valley residents and again highlights substantial planning inconsistencies between developments and areas. In addition, the documents supporting the plan seem more a justification of the status quo than offering real solutions to these issues.</p>	<p>This submission seeks that a broader view is taken with the proposed subdivision directly threatening the special character of Moonshine Valley Rural Residential Area. In particular the incongruous presence and close proximity of ill-placed multi-unit, multi-story housing.</p>
S42 Odine Johnstone	S42.001	Whole of Plan Change	Neutral	<p>Not in favour - down grade the area.</p>	<p>[No specific relief sought]</p>
S45 PN Industrial and Residential Developments Ltd	S45.001	Whole of Plan Change	Support in part	<p>We support the overall intent of Plan Change G, which seeks to release immediate housing supply in a way which creates a vibrant, well-connected</p>	<p>There are aspects of PPC:G where relief is sought. [See additional submission points]</p>

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				<p>community that is sensitive to the unique Aokautere landscape.</p> <p>The submitter is in general support of the imposition of the Structure Plan for the area, and minor amendments to current zoning provisions.</p>	
S48 Bruce and Marilyn Bulloch	S48.001	Whole of Plan Change	Support	<p>In principle we support Plan Change G for the following reasons:</p> <ul style="list-style-type: none"> - Having a comprehensive plan is far more desirable than piecemeal development driven by individual developers who may be tempted by short-term expediencies. - Taking the gullies into Council ownership and managing them as a coherent system will enable them to be exploited as landscape features. - The range of documentation provided in support of the Plan Change indicates an overall vision, the foreseeing of many of the contingencies, and the District Planning Rules that desirable outcomes will entail. 	That Plan Change G proceed through the consultation and hearing phases so that its provisions can be assessed in detail.
S49 Gill Welch	S49.001	Whole of Plan Change	Oppose	<p>I wish to voice my objections and concerns regarding the proposals expected to take place alongside my property and others on Moonshine Valley Road.</p> <p>Firstly I would like to point out that I feel that these proposals appear to be somewhat hidden, from those of us who will feel most impact, due to the sheer length and complexity of the documents.</p>	I feel that the council should at the very least, hold a meeting for those of us to be directly impacted from these proposed changes, and in addition, also a site visit needs to be undertaken so that any of our very really concerns can be addressed and observed real time.
S51 Heritage Estates 2000 Limited	S51.001	Whole of Plan Change	Oppose	<p>A good resource management practice requires that sufficient particulars are given in a concise and transparent manner to enable those who might wish to make submissions on PCG to be able to assess both the effects on the environment and on their own interests. Would-be submitters should not themselves have to engage in detailed investigations to enable them to assess the effects of PCG.</p> <p>A Section 32 requires that the objectives of the</p>	HEL has identified gaps in the information provided at the time of notification and seeks amendment, correction, or decline of the plan change if these matters cannot be rectified through the further submission, evidence and hearings process.

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				Plan Change must be examined for their appropriateness in achieving the purpose of the RMA and that the benefits, costs and risks of new policies and rules need to be clearly identified and assessed.	
S51 Heritage Estates 2000 Limited	S51.007	Whole of Plan Change	Oppose	These have the potential to affect other areas of the city that are outside the area of PCG (are not on the PCG) and have not been assessed or reported on in the s32 report notified.	HEL opposes general amendments in PCG that do not relate specifically to PCG and are not deemed to be consequential changes resulting from PCG.
S51 Heritage Estates 2000 Limited	S51.134	Whole of Plan Change	Oppose	Private Plan Change for Whiskey Creek has a decision pending. PCG does not explain to the submitter what alterations to the text of the plan result and affected the notified text in the plan as a result of the Whiskey Creek decision if the plan change is granted. The effects of PCG as notified have the potential to adversely affect the Whiskey Creek Plan Change. The s32 does not provide the submitter with clarity.	The submitter takes a precautionary approach and opposes any proposed text in PCG that affects the decision text of the Private Plan Change to Whiskey Creek.
S54 Barry Scott	S54.001	Whole of Plan Change	Support in part	<p>With a growing population Palmerston North does need to build a lot more houses in the near future but this should be in a sustainable way.</p> <p>While I support urban growth on the unproductive clay soils of Aokautere rather than the fertile, agriculturally productive land north of the city, I am concerned about the degree of intensification proposed. The level of intensification is at a level never seen before in the city on land that is quite distant from the city and above bush reserves that are of high ecological and recreational value.</p>	Reduction in number and size of sections in this subdivision.
S54 Barry Scott	S54.003	Whole of Plan Change	Oppose	<p>The plan envisages a build of around 1050 new dwellings in a mixture of single through to three-storey houses at a density lower than any of the built-up areas within the city. While intensification of housing in the central part of a city is desirable to create a vibrant and sustainable city doing this on the outskirts of the city is moving in an unsustainable direction:</p> <ul style="list-style-type: none"> - There will be a dramatic increase in car trips per day along Aokautere and Summerhill Drives into 	Reduction in number and size of sections in this subdivision.

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				<p>the city and put huge traffic pressure on Fitzherbert Avenue.</p> <ul style="list-style-type: none"> - The distance (6-9km) from the heart of the city for much of the proposed development would make it one of the most car-dependent suburbs in the city. - More car traffic will increase CO2 emissions for the city, which is counter to the current sustainability goal of PNCC. - While the plan includes arteries for public bus transport unless the service is frequent, relatively cheap and convenient to use, residents will take the easy option of private car usage as they already do throughout much of the city. <p>- Housing intensification at this level on the outskirts of the city is going to increase our greenhouse gas emissions when we should be moving to decrease them.</p> <p>- The plan is counter to the sustainability goals of He Rautaki Tāone Tautaiāo Eco City Strategy 2021-2031.</p>	
S55 Christine Scott	S55.001	Whole of Plan Change	Support in part		I acknowledge that Palmerston North does need to build new houses in the near future and that using the less unproductive land in the Aokauatere area is a better alternative than using good agricultural land. However more thought needs to be given to higher traffic flow, water run off and recreation areas.
S56 Paul and Jan Dixon	S56.002	Whole of Plan Change	Neutral	My husband and I understand the need to plan for future growth of the city but fear that the current proposal will destroy some valuable city assets, valuable now but even more so for future generations.	That PNCC considers developing high-density housing nearer to the city rather than sprawling dev. over farm land.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.057	Whole of Plan Change	Oppose	The Plan Change seeks to impose a specific design solution on the development of the area without any evidence on the market demand for different forms of housing in this location compared to other City locations or the economic feasibility of the design proposed.	All the submission points [see full submission and other submission points] all have implications for the objectives, policies and rule framework for the area. The submitters oppose all aspects of the Plan provisions that are not consistent with the

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				The Plan Change represents a major shift from enabling development which is then designed by applicants and tested through the resource consent process to directing and imposing a specific design solution with little flexibility to adapt to market demands and detailed design.	submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.
S60 Horizons Regional Council	S60.001	Whole of Plan Change	Support in part	Horizons generally supports plan changes to provide for growth that have as their basis a structure plan and that align with urban growth strategic planning by the territorial authority. This approach is, in general, considered to give effect to One Plan Objective 3-3 and Policy 3-4, both of which provide for the strategic integration of infrastructure with land use.	Our submission seeks to ensure the proposed plan change also addresses our concerns as the regional authority for the affected area.
S62 Kat Lyons	S62.001	Whole of Plan Change	Oppose	I am not in support of extensive greenfields development - that is, I am against us developing large tracts of land as proposed in this plan. Instead, we should develop upwards (several stories), on brownfields, especially on land closer to the city centre. This view is primarily due to the climate emergency. We need to conserve the vegetation that we already have, and we need housing to be built close to existing workplaces and infrastructure.	I seek a rejection of this proposal in its entirety.
S62 Kat Lyons	S62.002	Whole of Plan Change	Oppose	Additionally, I am against development in Aokautere because building subdivisions far from the city centre does not encourage the residents to use active, low-emissions transport. Even with small workplaces and community hubs, Aokautere remains far from our main hospitality/entertainment, workplaces, high schools, medical services, etc. Instead, this plan encourages car-dependence. At best, the plan relies on Horizons providing excellent public transport, which it currently fails to achieve throughout the region, even within the city centre. Our existing cycling infrastructure is also abysmal - it is not safe and does not feel safe. The council needs to get this right, throughout the city, rather than to extend itself further as proposed here.	I seek a rejection of this proposal in its entirety.

SUBMITTER	Submission Point Number	Plan Provision	Support/ Oppose	Reasons	Decision Requested
				We need to encourage people to cycle and walk to reduce the health, wellbeing, financial, and climate issues of residents being car-dependent. The proposed subdivision does not achieve this.	
S63 Waka Kotahi	S63.001	Whole of Plan Change	Oppose	<p>Waka Kotahi opposes in part the Proposed Plan Change [because] the plan change will generate growth contrary to the Palmerston North Integrated Transport Initiative ('PNITI') business case and the Accessing Central New Zealand (ACNZ) business case.</p> <p>Proposed Plan Change G is inconsistent with the strategic direction established by Palmerston North Integrated Transport Initiative (PNITI) which has been accepted in principle by Palmerston North City Council and Waka Kotahi. PNITI identifies routes throughout Palmerston North as regionally significant transport connections. PNITI supports significant investment to the tune of \$3-4 billion over the next 10-15 years planned for the region which will further cement the region's position as a critical part of New Zealand's distribution network.</p> <p>The core inconsistencies generated by the proposed plan change is undermining the route preservation of State Highway 57. PNITI identified State Highway 56 to be detuned with the purpose of shifting heavy vehicles on to State Highway 57. Note that this is a long-term action of approximately 20 to 30 years. The preservation of this route is part of a wider interregional freight connection. This is also outlined in the ACNZ business case.</p> <p>Plan Change G would result in development to be expanded along State Highway 57 ultimately requiring the speed limit to reduce from the current 70km/h to 50km/h from Albany Drive to Aokautere School with a 30km/h from Summerhill to Pacific Drive due to the pedestrian risk. PNITI identifies this section of SH 57 as reducing to 80km/h, only as part of the longer-term actions in the 30-year</p>	Waka Kotahi seeks the plan change is declined in its current form, or the plan change is adapted to include clear coordination with the outcomes sought by PNITI.

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				programme. This increase travel time will likely decrease the desirability of this route for interregional travel. Waka Kotahi aims to minimise the segment of SH 57 impacted by reduced speeds in order to reduce severance, conflict with inter-regional freight, and increase freight efficiency.	
S63 Waka Kotahi	S63.004	Whole of Plan Change	Neutral	<p>Waka Kotahi acknowledge that there may be an existing pedestrian safety deficiency across State Highway 57 from IPU Tertiary Institute [to] the residential areas on Pacific Drive. To improve the safety deficiency works are being considered under the walking and cycling program. Waka Kotahi is not in a position to confirm a solution to this deficiency at this time, however, will share the details with Palmerston North City Council once available. It is noted that these improvements were not identified through PNITI.</p> <p>The plan change is likely to increase the worsening of pedestrian safety by way of increasing residents.</p>	<p>Waka Kotahi seeks further information on how pedestrian safety across the state highway will be managed via the plan change.</p> <p>Waka Kotahi seeks the plan change is declined in its current form, or the plan change is adapted to include:</p> <p>Identification of how future development is to fund any upgrades to the state highway network required as a result of the development facilitated. Mitigation of worsening the active mode severance between SH57 and the plan change area.</p>
S63 Waka Kotahi	S63.005	Whole of Plan Change	Neutral	<p>Waka Kotahi supports the provision for a neighbourhood centre as part of Proposed Plan Change G. However, we acknowledge that the bulk of employment opportunities for future residents will generally be located beyond the Aokautere growth area. As such, signalling an underlying assumption that people will drive in and out of the city daily contributing to an increase in private vehicle movements.</p> <p>The NPS-UD provides a policy direction for well-functioning urban environments which have good accessibility, including by way of public or active transport and support reductions of greenhouse emissions. This is strong guidance on the type of</p>	<p>Waka Kotahi seeks to encourage an increase in brownfield and urban areas prior to expanding into areas that are in conflict with strategic documents and those that will increase VKT. [See full submission for details on Waka Kotahi's functions, powers and responsibilities, and the relevant strategic transport policy framework].</p> <p>Waka Kotahi seeks: The plan change is declined in its current form, or the plan change is adapted to include: Better integration of how active modes of</p>

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				<p>outcome which plans should be progressed; my interpretation is that new, state highway projects to service growth would not be well-aligned to this in most situations.</p> <p>To achieve the outcomes sought by the GPS on Land Transport, behaviour change for mode shift must be given effect to. Waka Kotahi supports well-functioning urban environments which facilitate a reduction in emissions and supports shift mode. This will have an impact on our future investments, particularly those driven by growth when we are needing a reduction in vehicle kilometres travelled ('VKT').</p> <p>Waka Kotahi is not in a position to endorse urban expansion of Aokautere on the basis presented in the proposed plan change that it's located adjacent to an existing urban environment. Waka Kotahi has a strong preference to delivering additional housing within existing urban environments.</p>	<p>transport will be provided for connecting the growth area with the city centre, schools and nearby amenities.</p> <p>A more detailed analysis on how VKT and transport emissions reductions will be achieved.</p>
S63 Waka Kotahi	S63.006	Whole of Plan Change	Neutral	<p>[See full submission for details on Waka Kotahi's functions, powers and responsibilities, and the relevant strategic transport policy framework].</p> <p>Greenfield urban expansion is better supported by identification within the Future Development Strategies.</p> <p>The FDS and associated implementation plan (clause 3.18) are the key tools identified in the NPS-UD to achieve alignment between infrastructure investment and future land use outcomes.</p>	<p>Waka Kotahi seeks the establishment of the Palmerston North Future Development Strategy (FDS) prior to accepting greenfield expansion.</p> <p>The implementation plan would be the most useful place to identify when/where/what infrastructure improvements are needed, including SH57.</p>
S68 Russell Poole	S68.001	Whole of Plan Change	Support in part	<p>Council's initiative towards generating a more orderly and functional development off the Pacific Drive area is to be welcomed. Essentially, however, the plan looks like a game of catch-up, because so much is already locked in by the existing development, as the draft plan acknowledges.</p>	[No specific relief sought]

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				<p>Problematic features (where I think the catch-up is unlikely to redress matters, at least not fully) include:</p> <ul style="list-style-type: none"> - remoteness from facilities and amenities, forcing most residents to make their journeys by car; - a series of bottlenecks from the side streets on to Pacific Drive and then from Pacific Drive itself on to Aokautere Drive (the new access to Aokautere Drive from Johnstone Drive does not significantly improve this situation); - narrow sinuous streets that militate against public transport; - housing built close to the lip of the gullies with little or no provision for soakage in an area where localised slips and slumping are clearly evident and potential exists for future subsidence; - a dearth of suitable locations on which to build multi-unit housing. <p>Despite the above reservations, most of which Council can do nothing about, the draft plan contains some good ideas to consider.</p>	
S73 Kevin Low	S73.001	Whole of Plan Change	Not Stated	<p>I am delighted that Council has decided to take a lead on shaping one of the more important growth locations in the city. I have observed the neighbourhood grow over the last two decades without any overarching strategy and at the whims of developers.</p> <p>Since that time, most cities have migrated away from bland, cookie-cutter style and vehicle-centric plans for building new communities and, in recognition of the current climate change emergency, are embracing new concepts such as co- housing, shared services, and and 15 minute neighbourhoods (where basic services are no more than a 15 minute bike ride or walk away).</p> <p>Regrettably, I see little evidence of Council or their experts addressing transport (1), Landscape (6) or retail (8) have considered the mandated need to</p>	<p>That the plan change process and housing consents be stopped until such time that the following issues are addressed:</p> <p>That a plan can be demonstrated to comply with the council-adopted statutory requirements that council has with regard to reducing net emission by 30% by 2031. That housing developers be required to demonstrate compliance of their plans to meet a reduction of vehicle kilometres travelled by 20% by the end of this decade.</p>

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				halve net emissions by 2035, and no attempt to comply with the Government target to reduce vehicle kilometres travelled by 20% by the end of this decade.	
S73 Kevin Low	S73.002	Whole of Plan Change	Not Stated		I would like to see the plan expanded to incorporate elements of the following: A primary school A day-care centre
S73 Kevin Low	S73.003	Whole of Plan Change	Not Stated		I would like to see the plan expanded to incorporate a sports field.
S73 Kevin Low	S73.004	Whole of Plan Change	Oppose	Most cities have migrated away from bland, cookie-cutter style and vehicle-centric plans for building new communities and, in recognition of the current climate change emergency, are embracing new concepts such as co-housing, shared services, and and 15-minute neighbourhoods (where basic services are no more than a 15 minute bike ride or walk away).	I would like to see the plan expanded to incorporate elements of the following: Two village centres with facilities such as a convenience store (not supermarkets), cafe, variety takeaway food, and chemist or medical centre. Remove zoning limitations to allow for light commercial activity such as shared office communities to be within walking distance.
S73 Kevin Low	S73.005	Whole of Plan Change	Not Stated	Most cities have migrated away from bland, cookie-cutter style and vehicle-centric plans for building new communities and, in recognition of the current climate change emergency, are embracing new concepts such as co- housing, shared services, and and 15-minute neighbourhoods (where basic services are no more than a 15 minute bike ride or walk away).	I would like to see the plan expanded to incorporate elements of the following: Consideration to shared household amenities along the principles of co-housing. Provision for storage in each street or group of dwellings for shared amenities such as shared vehicle, cycles, lawnmowers, gardening implements and storage.
S86 Jayne Hewson	S86.002	Whole of Plan Change	Oppose	This subdivision will introduce a significant increase in traffic on the eastern side of the Manawatū River which will increase traffic on Summerhill Drive and the Fitzherbert Bridge and cause congestion,	Put in place a northern road bridge crossing the Manawatū River to move traffic and provide better access to areas of the city away from Summerhill and the Fitzherbert

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				<p>difficulty exiting Summerhill subdivision, getting off SH57 on to Aokautere Drive, etc plus problems for cyclists and pedestrians attempting to access the Summerhill shopping centre from Pacific Drive area.</p> <p>There is a need to put in place a northern Manawatū River road bridge crossing to move traffic into/through the city away from the Fitzherbert Bridge and to provide access to the city to residents in Aokautere. This will also provide better access to the hospital, airport, rail hub, north bound roads and will remove traffic from the city centre area. It would also link up with the river bike/walking trail and provide smaller loops for residents to use. This option will also provide redundancy of routes for civil defence and civil emergency and quicker access.</p>	Bridge.
S105 Bruce Wilson	S105.002	Whole of Plan Change	Support in part	<p>In general, I support the intentions of the proposed plan change.</p> <p>At this time I do not find that I have enough information to support some of the proposals, especially in relation to transport, landscape and stormwater matters.</p>	Having watched some unplanned land movements in the Plan Change area following adverse weather events, I would seek to be satisfied that the proposals are likely to accommodate the type of rainfall event such as experienced in the Nelson-Marlborough region in August 2022.
S2 Mark Currin	S2.001	Whole of Plan change - Adderstone Reserve option	Oppose	My family and I am opposed to any widespread development in Aokautere and in particular, the proposed changes to the Adderstone area/Pacific drive. There is already traffic congestion in the Summerhill area, it will ruin the rural/semi-rural feel of the area, the housing density is already high, there is a lack of shops and amenities, and current spaces will be destroyed for ever.	I seek the council to decline authorising any widespread development for the reasons I have already set out.
S4 Audrey Shepherd	S4.001	Whole of Plan change - Adderstone Reserve option	Support in part	I am happy about the overall plan regarding the Aokautere urban growth and the repurposing of parts of Adderstone Reserve.	[No specific relief sought]
S23 Daniel Carrick	S23.001	Whole of Plan change - Adderstone Reserve option	Oppose	I think Palmerston North should be building up within the ring road ie apartment buildings, not out where it's using up parks, reserves and farmland.	To leave the reserve as a reserve to keep Palmy Green.

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S47 Pasifika Reference Group	S47.002	Whole of Plan change - Adderstone Reserve option	Support in part	We think that the Adderstone Reserve has the potential for a purpose-built Pacific Centre. Currently the Pasifika Community Centre is housed at Bill Brown Park which is too small and doesn't have the kitchen facilities to cater for the groups who use the centre. Adderstone Reserve could provide the opportunity to have purpose-built facilities and also to create the opportunity for other businesses to be in close proximity to the centre. This would also create a multicultural hub in Aokautere with IPU being close by.	That the Council recognise the difficulty Pacific people experience in finding options for housing in newly developed areas and create equal/equitable opportunities for Pacific people to access these opportunities through rezoning Adderstone Reserve and looking at the feasibility of a new Pasifika Community Centre to be housed on that site.
S47 Pasifika Reference Group	S47.003	Whole of Plan change - Adderstone Reserve option	Support in part	The key aspect for council to consider would be looking at reducing the barriers to property access for Pacific families. This would require thinking about ways to enable equitable access for Pacific families which could lead to home ownership, not just by increasing the housing stock but actively planning with the Pacific Community to explore that Pacific people can become homeowners in new residential areas.	That the Council recognise the difficulty Pacific people experience in finding options for housing in newly developed areas and create equal/equitable opportunities for Pacific people to access these opportunities through identifying an area which could be designated for a Pacific provider to develop housing which meets the needs of our Pacific community.
S51 Heritage Estates 2000 Limited	S51.006	Whole of Plan change - Adderstone Reserve option	Oppose	As a precautionary approach HEL opposes all notified options in PCG that relate to "a separate statutory process under the Reserves Act 1977" and is advised Parliamentary website that the separate process achieved Royal Assent prior to this submission (published 31.8.2022, notified as updated on 2 September 2022).	The submitter considers that the Greenfields Reserve Criteria in the Supplementary Information on the Councils ODP appears to be at odds with the notified PCG.
S64 Scott Knowles	S64.008	Whole of Plan change - Adderstone Reserve option	Support		Regarding repurposing Adderstone Reserve (a separated notification), I support this as it seems a necessary cost to realise the larger, greater vision of the PC G Aokautere Plan.
S68 Russell Poole	S68.006	Whole of Plan change - Adderstone Reserve option	Support in part	Stormwater drainage, has the potential to scour out the slopes below the proposed housing and carry silt into the streams, creating hostile conditions for aquatic life. For the gullies to become sustainable reserves they will need better protection than they appear to have at present or is envisaged in the plan.	As regards the other portion of Adderstone Reserve under discussion being repurposed for housing, I think this would be a good use of the land so long as adequate offsets can be allowed at either side, i.e. before the Adderstone and Mangaotāne (Abby Road) gullies. That would help to reduce the

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					stormwater problems referred to in my previous paragraph.
S74 Elizabeth Endres	S74.002	Whole of Plan change - Adderstone Reserve option	Oppose	I also absolutely oppose any housing within the Adderstone Reserve. We should be preserving our reserve areas and commending the green corridors folk that have done an amazing job of planting the area. These gully areas are delicate ecosystems and should be left well alone.	To leave Adderstone Reserve as a green space with no housing.
S82 Craig Hindle	S82.003	Whole of Plan change - Adderstone Reserve option	Oppose	We moved into the area because of the reserve and the knowledge that because it is a reserve it would not be developed. The development of this area will have a detrimental affect on the nature of the reserve and surrounding areas. The definition of a reserve is a tract of land managed so as to preserve its flora, fauna, and physical features. This is Palmerston Norths City Council custodial responsibility which it will fail to carry out if it was to follow both of the proposals put forward. This means in truth that Palmerston North City Council would therefore fail all of the residents within Palmerston North.	Withdrawal of the proposed plans and continued protection of the areas within the proposals.
S92 Tracey Yung	S92.005	Whole of Plan change - Adderstone Reserve option	Neutral	I do not like the idea of removing some of the Adderstone Reserve and building homes there. This is a dangerous precedent. A reserve is a reserve and I dont agree with altering it.	I ask for no development of Adderstone Reserve.
S99 Heather Turnbull	S99.001	Whole of Plan change - Adderstone Reserve option	Oppose	I have lived in Abby Road for over 20 years and observed a huge increase in the number of people using this reserve for many different activities: eg exercising and training dogs, families playing ball and flying kites etc. they come here because there is enough space to do this and the other areas close by are too small, which shows we still need these larger area's especially with the spreading of urban growth.	Page 3 Partial Reserve Disposal for Housing of Adderstone Reserve: I support option 1: which shows the reserve retained to current extent with housing running along side of it.
S99 Heather Turnbull	S99.002	Whole of Plan change - Adderstone Reserve option	Neutral	Abby Road is not wide enough to cater for the extra traffic which would be required. If cars are parked on either side of the road only one car can go through.	That Adderstone reserve is retained to its current extent.

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S106 Catherine Sims	S106.001	Whole of Plan change - Adderstone Reserve option	Neutral	I live on Turitea Road and will be affected by the traffic that will be severely increased at the intersection of Turitea Road and Fitzherbert Road East. I support the increase in housing since Palmerston North requires more housing in the future. However I am extremely concerned that the infrastructure for traffic management has not been considered a priority.	Another bridge! (As was considered 20 years ago and rejected) A roundabout at the top of Turitea Road? Considerable thought given to the traffic infrastructure management before the reserve is started.
S45 PN Industrial and Residential Developments Ltd	S45.012	Zoning Maps	Oppose	<p>The operative District Plan has a directive policy framework which seeks to avoid the creation of undersized rural land parcels such as those proposed, and affords a non-complying activity status to subdivisions of this nature. Further, the information requirements for subdivisions for undersized rural land parcels involve invasive soil investigations and extensive reporting which would not correspond with the scale of effects in this location.</p> <p>The absence of the word 'or' between the policy provisions of Policy 3.2, and non-complying activity status for subdivisions of this effect are considered to pose great risk to the resource consenting process and giving effect to the Structure Plan; particularly as PNCC have, on occasion, expressed apprehension around the precedence effect that may be created across the City should they approve subdivisions for rural land below 20ha.</p> <p>We reiterate that these rural areas should be included within the rural-residential overlay so as not to frustrate the resource consenting process, and to better reflect their location within a peri-urban environment.</p>	The submitter opposes the Rural Zoning of those eastern-and-westernmost portions of the Green Block and requests they be included within the Rural-Residential overlay also.
S50 Palmerston North City Council	S50.005	Zoning Maps	Support	The wetland feature and crescent shaped park in the local neighbourhood centre is showing as being zoned residential, but it will be zoned Recreation. The recreation reserve space on the "Voss" block is showing as Conservation and Amenity, but the portion fronting the road should be zoned recreation. The zoning needs to be corrected to align with the	That zoning should be amended to reflect the Aokautere Structure Plan. An amended Zoning Map is attached as Appendix 2.

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				<p>Aokautere Structure Plan.</p> <p>The notified map shows two Rural parcels adjacent to Turitea Rd with opacity applied over them in error. It can be implied that they are rural, which is consistent with other parcels outside of the structure plan area. For clarity's sake, the map should be amended to clearly show that they are Rural Zone.</p>	
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.011	Zoning Maps	Oppose	<p>The submitters oppose the change from residential zoning to Conservation and Amenity Zone of the area of land immediately south of the gully crossing [connection from Abby Road to Johnstone Drive across Gully 10]. This area of land has been previously partly filled and has no particular natural or amenity values.</p>	<p>This land should be left as Residential Zone and its development enabled.</p>
S59 Transpower NZ Ltd	S59.002	Zoning Maps	Neutral	<p>Of specific interest to the Aokautere Urban Growth area is the Bunnythorpe-Wilton line, being 220kV transmission lines forming the National Grid located centrally through the site, as broadly shown in Figure 1 [see full submission]. Transpower's assets (and their ability to be operated, maintained and developed) are essential to achieving development and growth, including that anticipated for the Aokautere Urban Growth area.</p> <p>The need to operate, maintain, upgrade and develop the National Grid is a matter of national significance that is recognised in an RMA context by the National Policy Statement on Electricity Transmission 2008 ("NPSET").</p> <p>Policies 10 and 11 of the NPSET provide direction that is directly relevant to the scope of the Growth area in relation to reverse sensitivity effects and buffer corridors. Policies 10 and 11 of the NPSET have been given effect to in the District Plan with provisions that regulate land use and development in a buffer corridor near the National Grid (particularly within Section 23: Network Utilities).</p>	<p>Given the national significance of the National Grid and the policy direction set by the NPSET, Transpower seeks:</p> <p>That the Aokautere Urban Growth area identifies the National Grid transmission lines on the relevant maps;</p> <p>The zone provisions and the maps need to be very clear that the National Grid is partly located within the area and that it is important that Transpower's need to operate, maintain, upgrade and develop the National Grid is a matter of national significance (recognised by the NPSET).</p> <p>Plans of the new zone will need to show the National Grid, as a potential constraint for growth.</p> <p>Transpower seeks that the Aokautere Urban Growth area is amended as set out above, or other such relief to achieve the same outcome, and that such recommendations are adopted in the final growth area.</p>

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				<p>The National Grid corridor needs to be identified as a constraint, particularly in relation to residential development. The current documents and plans do not show the National Grid and therefore it is unclear whether the National Grid has been taken into account.</p> <p>In specific regards to the Aokautere Urban Growth area is the two Bunnythorpe-Wilton lines, being 220kV transmission lines through the growth area. As these are double circuit steel towers lines the "National Grid Yard setback" from the outer edge of any National Grid support structure is 12m and 12m from either side of the centerline of the overhead National Grid line.</p> <p>In addition, a National Grid Subdivision Corridor of 37m on either side of the centerline of the above ground National Grid line will apply.</p>	
S61 Ngawai Farms Limited	S61.001	Zoning Maps	Support in part	<p>Dispersed portions of Mr Water's land would be rezoned from Rural to Conservation and Amenity Zone.</p> <p>The rezoning of land to Conservation and Amenity Zone would adversely affect Mr Waters in undertaking the current farming operation at the property. Although it is proposed that this land is vested with Council as part of the gully network, it would require the loss of land for Mr Waters thereby impacting on his economic wellbeing.</p>	Retain Mr Waters' property in its original Rural Zone and Rural-Residential overlay. If Council rezoned portions of his property to Conservation and Amenity Zone, provision on the process of Council acquiring this land. The process of acquiring this land remains unclear as does how these sites would be monitored, managed, fenced off and restored. He requests that this be further discussed.
S61 Ngawai Farms Limited	S61.002	Zoning Maps	Support in part	The Rural Residential Overlay which once covered the entirety of the property would be severely limited to the central portion of the site. The reduced Rural Residential Overlay would limit the development potential for Mr Waters. Council's requirements would be more stringent regarding subdivision potential and overall development of the property.	Retain the Rural-Residential overlay for Mr Waters land zoned Rural.
S61 Ngawai Farms Limited	S61.003	Zoning Maps	Support in part	Located within Mr Water's property is a portion of land to be rezoned residential.	As this property is not fully located within the boundaries of one owner, we seek this site

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					to be rurally zoned and retain its Rural-Residential Overlay.
S61 Ngawai Farms Limited	S61.004	Zoning Maps	Support in part	In accordance with Appendix 2, the western portion of the site that has road frontage to Turitea Road would contain an area that does not have a zone. It is currently zoned Rural with the Rural Residential Overlay.	Retain the rural zoning of this land and confirm the zoning of the western portion of the site that has road frontage to Turitea Road.
S76 Rifle Rod and Gun Club Manawatū Inc - Martin Hunt	S76.001	Zoning Maps	Oppose	<p>Rifle Rod and Gun Club Manawatū Inc oppose changing the land zoning from rural to residential. This would mean we would share our boundary with residential zoned properties, or be in close proximity to residential properties, with the increased potential for noise complaints.</p> <p>By opposing the re-zoning of this land, we are flagging our concerns about the Club being subject to noise complaints. The discharge of firearms always has the potential for noise complaints. Being close to residential properties means the Club would almost certainly face opposition from new neighbours.</p> <p>With re-zoning we would have an increased number of neighbours. All these neighbours would be zoned residential.</p> <ol style="list-style-type: none"> 1. This higher density of neighbours increases the probability of noise complaints. 2. District plan noise limits of residential properties are significantly lower than rural zoned properties. Again, this increases the probability of noise complaints. 3. Amenity noise expectations of owners and occupiers of residential properties are much lower than those living in the rural zone, and this will result in increased complaints being received by the Club and by Council. 4. The Club is concerned about reverse sensitivity issues that will arise from the plan change. <p>The Club has been existence since 1946. Rifle Rod and Gun Club Manawatū Inc. has been in operation</p>	<p>Rifle Rod and Gun Club Manawatū Inc. oppose the re-zoning of the neighbouring land.</p> <p>If the land was to be re-zoned then the Club would require any homes and businesses built with one kilometre of our property be built with professionally designed and approved insulation, in conjunction with no complaints consent notices on properties.</p> <p>If the land was to be re-zoned any PNCC consent should include that the land owners are aware that a Gun Club is within close proximity .</p> <p>As a further mitigation measure, we request there is a clear demarcation point at the top of the ridgeline of the Waters property which provides significant noise buffering to any residential development further to the north.</p> <p>Any land or any dwellings constructed on the ridgeline or south of it will experience RRGC activity noise in an unimpeded way with only distance providing any respite.</p> <p>Potential dwelling sites to the west of the Waters farm access road will also be directly exposed to RRGC noise except they will be further away.</p>

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				<p>at our current address of 333 Turitea Road, Palmerston North since the early 1960's. The Club has maintained a good relationship with its neighbours for all this time.</p> <p>The Club already manages the noise coming from our property by: Managing the hours of operation - 9am to 5pm in winter months, 9am to 6pm in summer months No shooting on Christmas Day No shooting until 12 noon on ANZAC Day Suspending shooting when requested by neighbours for local weddings and other special occasions.</p> <p>The club contributes to the public good by allowing the NZ Police to train their staff in firearms proficiency at the Club, and by providing a safe and professional teaching environment where young people can gain sporting skills for hunting and international competition.</p>	
S9 Karen Wilton	S9.006	General - No specific provision referenced	Support	Care needs to be taken to ensure mixed development of housing.	Please work with Kainga Ora so that we locally control and can influence their developments to include this new area - there's an opportunity for them to build from scratch and not keep making cramped ghettos for people in social housing.
S22 Dennis Thomas	S22.001	General - No specific provision referenced	Support	I support the concept of better planning for growth in this area, and the geography seems to make more sense than on a swamp plain on the other side of Palmerston North. Better road and community connectivity is a great concept.	<p>Do not approve the proposed zoning changes until:</p> <p>The traffic (and cycling) interface with SH57 and Summerhill Drive are detailed, and Measures have been put in place to accommodate the large increase in traffic that will flow down these roads, particularly in rush hours.</p> <p>It is not reasonable consider this Proposal in isolation when it has the potential to materially negatively impact the rest of</p>

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					Aokautere's/Fitzherbert's residents.
S45 PN Industrial and Residential Developments Ltd	S45.013	General - No specific provision referenced	Neutral	Although not expressly provided for in the Plan Change document, the submitter wishes to take this opportunity to note that they have made significant financial contribution to PNCC for safety upgrades to occur at the intersection between Turitea Road and Valley Views, which have not been provided by the Council.	The submitter seeks roading 'credits' be applied to their development when calculating development contributions payable.
S47 Pasifika Reference Group	S47.001	General - No specific provision referenced	Support in part	<p>As proposed, the PNCC are rezoning part of Aokautere to residential area from the current rural designation. This will bring more opportunities for our Pacific people to find access to other areas of Palmerston North to reside. This will also provide opportunities for work and schooling for their families in this new zoned area.</p> <p>Currently opportunities to live in new areas has not been an option as they are financially out of reach for many Pacific Families. Providing options for PNCC housing has also become difficult for many Pacific Families as they find the application process difficult and/or the options for housing are in areas that are less desirable. Plus in some cases families have struggled to meet the criteria.</p> <p>As with all cultures, Pacific families have aspirations to live in a range of areas in the city and have access to all the beautiful reserves, and other amenities the city has to offer. We support this rezoning proposal as it creates more opportunities for our city.</p>	<p>That the Council recognise the difficulty Pacific people experience in finding options for housing in newly developed areas and create equal/equitable opportunities for Pacific people to access these opportunities through:</p> <p>Building Council owned properties in these new areas that meet the needs of our Pacific families.</p> <p>Providing assistance for Pacific families to apply for these properties in the way of interpreters, legal advice etc.</p>
S50 Palmerston North City Council	S50.001	General - No specific provision referenced	Support	Not all tracked changes shown on chapter contents pages.	That the contents pages for each District Plan chapter affected by Plan Change G be amended to show tracked changes where proposed changes are promoted.

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S50 Palmerston North City Council	S50.025	General - No specific provision referenced	Support		The proposed plan change is supported by Council officers. However, the amendments set out above [in submission], or any considered by a decision-maker to have the same or similar effect, are sought as they are considered necessary for clarity, correction, and/or consistency with the plan change outcomes. Along with the specific relief sought in this submission, Council officers seek any other consequential amendments required for clarity or consistency in relation to the above matters. Further, consequential relief is also sought for any aspect of the plan change not specifically referred to in the table above where this amounts to minor edits to correct numbering, cross-references or minor errors.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.001	General - No specific provision referenced	Oppose	<p>Plan Change G relates largely to land already zoned for urban development either residential or rural residential but extends that area to the east and south. In that respect it is not a new "Greenfield Residential Area".</p> <p>The Plan Change seeks to impose a specific design solution on the development of the area without any evidence on the market demand for different forms of housing in this location compared to other City locations or the economic feasibility of the design proposed.</p> <p>In some locations land is actually down zoned from Residential to Conservation and Amenity without any detailed s32 evaluation of that change.</p> <p>The Plan Change represents a major shift from enabling development which is then designed by applicants and tested through the resource consent process to directing and imposing a specific design solution with little flexibility to adapt to market</p>	The submitters position is that a joint process should have been in place with the major landowners at the outset and a partnership process implemented to ensure that agreement was reached on feasible staged development ahead of notification of this Plan Change.

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				<p>demands and detailed design.</p> <p>This is implemented by way for what is termed a "Structure Plan". The submitters consider that what is proposed to be included in the Plan is not a structure plan but is in fact a detailed design master plan.</p> <p>A Structure Plan is a broad framework to guide the development or redevelopment of an area by defining land use patterns and the nature and indicative location of required infrastructure including important transportation links. The District Plan already includes Structure Plans for the existing Greenfield Residential Areas of Whakarongo and Kikiwhenua that are in accord with this indicative approach.</p> <p>This contrasts dramatically with what is proposed to be included in the District Plan through this Plan Change which shows every proposed residential lot, defined open space and neighbourhood centre site required to be in accordance with the Plan Change.</p> <p>What is even more concerning is that this approach is being imposed on the area without ensuring that the design visions and commercial objectives of the landowners/ developers who are required to fund and implement the development have been incorporated and an agreed design response advanced. This is despite a period of three years working on this Plan Change.</p>	
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.003	General - No specific provision referenced	Oppose	The submission should have been a submission wholeheartedly in support of the Plan Change but that is regrettably not the case. Concerns regarding this process have previously been expressed to Council officers. Fundamentally if the landowner developer is not satisfied that a design matches market demand and is economically feasible then the financial risk will not be taken and no	The submitters position is that a joint process should have been in place with the major landowners at the outset and a partnership process implemented to ensure that agreement was reached on feasible staged development ahead of notification of this Plan Change.

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				<p>development will occur until the conditions are suitable.</p> <p>[This is] illustrated by the last minute changes to accommodate the proposed retirement village within the Structure Plan just prior to notification of the Plan Change. This is despite the Council being fully aware of this proposal for more than 12 months and in that time being directly involved in the Ministry for the Environment led process to determine and application for project consents through the COVID 19 Fast Track Consenting Act.</p> <p>The Section 32 evaluation claims to have engaged with the key landowners at various stages of the process but then states at para 108, "There remains an element of risk around landowner reaction to elements of the Structure Plan approach ". The submitters concur with that statement.</p>	
S59 Transpower NZ Ltd	S59.001	General - No specific provision referenced	Neutral	<p>Of specific interest to the Aokautere Urban Growth area is the Bunnythorpe-Wilton line, being 220kV transmission lines forming the National Grid located centrally through the site, as broadly shown in Figure 1 [see full submission]. Transpower's assets (and their ability to be operated, maintained and developed) are essential to achieving development and growth, including that anticipated for the Aokautere Urban Growth area.</p> <p>The need to operate, maintain, upgrade and develop the National Grid is a matter of national significance that is recognised in an RMA context by the National Policy Statement on Electricity Transmission 2008 ("NPSET").</p> <p>Of relevance to the Aokautere Urban Growth area, the NPSET recognises that ongoing investment in the National Grid and significant upgrades are expected to be required to meet the demand for electricity and to meet the Government's objective for a renewable energy future, therefore strategic</p>	<p>Given the national significance of the National Grid and the policy direction set by the NPSET, Transpower seeks:</p> <p>That the NPSET is referenced in the Aokautere Urban Growth area documents, given the potential constraints that the National Grid may have on areas for urban growth; and</p> <p>Given the level of development detail indicated by the Structure Plans for the area, Transpower strongly recommends that Council carefully assesses the extent to which residential development may be constrained with reference to the National Grid Yard rules in the operative District Plan Sections 6 and 7 and any new provisions that will be required for the relevant residential sections (as required by the National Grid Yard setbacks) and factor this in to the growth.</p>

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				<p>planning to provide for transmission infrastructure is required.</p> <p>Policies 10 and 11 of the NPSET provide direction that is directly relevant to the scope of the Growth area in relation to reverse sensitivity effects and buffer corridors. Policies 10 and 11 of the NPSET have been given effect to in the District Plan with provisions that regulate land use and development in a buffer corridor near the National Grid (particularly within Section 23: Network Utilities.</p> <p>Transpower is generally neutral with regard to the principle of urban growth in the area. However, under the NPSET and the Operative District Plan, it is a matter of national significance that the operation, maintenance, upgrading and development of the National Grid is protected. Any growth or intensification close to the National Grid needs to be carefully considered taking into account the development constraints established by the District Plan in relation to the Bunnythorpe-Wilton transmission lines.</p> <p>There is existing pressure to allow for development close to the National Grid, any increase in potential density or development in these areas will add more pressure for people wanting to develop, under and near high voltage transmission lines and structures.</p> <p>It is critical that any development near the National Grid occurs in an appropriate and safe way, and this needs to be factored in at the growth development level. The framework established by the Operative District Plan National Grid Corridor provisions allow for this careful management to occur. This will ensure risks such as electric shocks are minimised to the greatest extent possible, access for vital maintenance and upgrade work is not constrained and reverse sensitivity effects are</p>	<p>Amend Plan Change G to include specific provisions in relation to the National Grid, including the requirement to consult with Transpower for any subdivision within the 39m National Grid Subdivision Corridor (39m on either side) and for any land use structures within the 12m National Grid Yard (12m on either side) . These should be specific to the new zone to avoid any potential confusion as to if they apply. Any subdivision in this area is regulated by restricted discretionary activity status and is subject to a number of assessment criteria. Usually this requires consultation with Transpower, and Transpower's written approval will be required for subdivisions in this area.</p> <p>Any new dwelling or sensitive activity within the National Grid Yard setbacks (12m on either side) should be a non-complying activity. The zone provisions and the maps need to be very clear that the National Grid is partly located within the area and that it is important that Transpower's need to operate, maintain, upgrade and develop the National Grid is a matter of national significance (recognised by the NPSET).</p> <p>The section 32 report will need to be updated to include the National Grid and what provisions should be included to address the impact on development.</p> <p>Plans and provisions of the new zone will need to show the National Grid, as a potential constraint for growth.</p> <p>Transpower seeks that the Aokautere Urban Growth area is amended as set out above, or other such relief to achieve the same outcome, and that such recommendations are adopted in the final growth area.</p>

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				<p>avoided, ensuring the infrastructure can continue to operate in the long term.</p> <p>Transpower prefers, wherever possible, to manage risks proactively. Proactive management through appropriate planning provisions such as zoning and rules for the National Grid corridor is the most effective way of ensuring development occurs in a manner that is compatible with the National Grid and gives effect to the NPSET.</p> <p>Consistent with the Operative District Plan provisions, the National Grid corridor needs to be identified as constraint, particularly in relation to residential development. The current documents and plans for urban growth areas do not show the National Grid and therefore it is unclear whether the National Grid has been taken into account.</p> <p>In specific regards to the Aokautere Urban Growth area is the two Bunnythorpe-Wilton lines, being 220kV transmission lines through the growth area. As these are double circuit steel towers lines the "National Grid Yard setback" from the outer edge of any National Grid support structure is 12m and 12m from either side of the centerline of the overhead National Grid line. Any new dwelling or sensitive activity within these setbacks should a non-complying activity.</p> <p>In addition, a National Grid Subdivision Corridor of 37m on either side of the centerline of the above ground National Grid line will apply. Any subdivision in this area is regulated by restricted discretionary activity status and is subject to a number of assessment criteria. Usually this requires consultation with Transpower, and Transpower's written approval will be required for subdivisions in this area.</p> <p>A number of recent dwellings have been</p>	

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				<p>constructed in close proximity to the National Grid, there appears to have been limited consultation with Transpower, either as part of the subdivision process or land use for construction of the dwellings. The corridor is less than the National Grid Yard setback requirements along Pacific Drive [see photo provided].</p> <p>Transpower is generally supportive of the approach in the Aokautere Urban Growth area to enable sustainable managed growth. However, the section 32 report will need to be updated to include the National Grid and what provisions should be included to address the impact on development. Additionally plans and provisions of the new zone will need to show the National Grid, as a potential constraint for growth.</p>	
S60 Horizons Regional Council	S60.009	General - No specific provision referenced	Support in part	<p>Energy efficiency</p> <p>Horizons One Plan Policy 3-7(b) provides direction to territorial authorities in regard to energy efficient development.</p>	"Territorial Authority decisions and controls on subdivision and housing, including layout of the site and layout of the lots in relation to other houses/subdivisions, must encourage energy-efficient house design and access to solar energy".
S60 Horizons Regional Council	S60.010	General - No specific provision referenced	Support in part	Productive land - Horizons' regional scale information has classified the site as LUC Class 2, 3 and 6.	The One Plan Objective 3-4 and Policy 3-5 direct territorial authorities to consider the benefits of retaining Class 1 and 2 versatile soils for use as production land.
S61 Ngawai Farms Limited	S61.006	General - No specific provision referenced	Support in part	The sudden increase in rates if and when the property is to be rezoned. His concern is the sudden increase in rates at such time the Proposed PCG is to proceed.	Although not addressed in the Proposed PCG, Mr Waters would like a clear understanding of how the rezoning of his property would affect the rates.
S64 Scott Knowles	S64.001	General - No specific provision referenced	Support	I'm voicing my enthusiastic support for the vision, courage and effort that has gone into the Aokautere Plan. I was impressed with its first iteration as presented at an IPC/IPU event in 2019, and I'm pleased to see that many features remain intact.	Go for it!

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				<p>As a long-time resident of Pacific Drive, I would be directly impacted by this plan, but more importantly, by the consequences of a lack of such plan. I have watched the ad hoc growth of this area for two decades. It has produced a tangle of uncoordinated, opportunistic, unsympathetic developments that isolate people more than engage them. Every indication is that this will continue until the major landowners run out of green fields.</p> <p>This Aokautere plan is a comprehensive re-think of local development. Although not so novel in other parts of the world, it shows real stretch of New Zealand norms. I'm impressed that Palmy could become an example and national leader in residence planning! Truly, the good and thoughtful aspects of this plan are too numerous to list here.</p>	
S64 Scott Knowles	S64.004	General - No specific provision referenced	Support		I hope that the original design of 'Gully Edge Streets' is retained. The natural areas of gullies, slopes and streams should be enjoyed by everyone, not just homeowners with fortunate backyard views.
S64 Scott Knowles	S64.005	General - No specific provision referenced	Support	The elegance of the plan and the beauty of neighbourhoods could be lost over time as a succession of homeowners implement short-sighted self-serving modifications to home and grounds.	Has much consideration been given to enduring covenants over the sections? The appeal of an Aokautere address should include confidence that housing won't be a free-for-all.
S64 Scott Knowles	S64.006	General - No specific provision referenced	Support		I support including well-planned rental accommodation. Aokautere living should be available even without a home loan. The examples of Simplicity Living build-to-rent might be studied.
S66 Jessica Costall	S66.001	General - No specific provision referenced	Support in part	While I recognise that Palmerston North has a growing population and needs more housing in the future, and in fact have submitted in favour of rezoning part of Adderstone Reserve for this purpose, I do not believe rezoning of such a large	Do not rezone such a large area for residential housing, unless the Council is also willing to:

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				<p>parcel of agricultural land in Aokautere is feasible or environmentally responsible at this time. The scale of this proposed development is considerable and it will increase the reliance on cars, increasing air pollution and creating a less safe environment, particularly for pedestrians and cyclists.</p>	<p>Create frequent express bus services between Aokautere and the CBD, and heavily subsidise their fares. Alter Summerhill Drive and other roads to improve pedestrian, cyclist and vehicle safety and improve other roads to accommodate higher traffic flow.... Commit to establishing a second vehicle and pedestrian bridge across the Manawatū River in the vicinity of Aokautere. Investigate whether housing needs could be met within the inner city - there are lots of vacant commercial buildings not being used and falling into disrepair, for example.</p>
S69 Karen Lyons	S69.002	General - No specific provision referenced	Oppose		Any planned houses ought to cover a range of economic brackets - not just upper end houses.
S69 Karen Lyons	S69.004	General - No specific provision referenced	Oppose		Developments should avoid the "gated community" look such as there is now along Aokautere Drive. Much better to encourage tree planting to screen traffic and its attendant noise.
S70 Epenesa Faaiuas	S70.001	General - No specific provision referenced	Support in part	<p>As the strategic plan indicates that there will be a shortage of housing (which is an issue we face now) in the next 10 to 30 years. The new zone will help alleviate some of the housing issues.</p> <p>My concern is that the land will be developed with only financial profit in mind (short term) and not much of community aspirations (long-term) as well. An aspiration for many families, including our Pacific peoples, is to have home ownership which benefits their family and community but also future generations. These families are usually in lower social economic backgrounds and are from minority communities. The affordability and understanding of the process of owning your own home are very important to help those vulnerable in our</p>	<p>PNCC recognise the difficulty Pacific people experience in finding options for housing within the Palmerston North area. Also, to have a system that creates equitable opportunities for Pacific People through:</p> <p>Council-owned properties in the new areas that meet the needs of our Pacific families. Assisting Pacific families (equitable resources) to access home ownership, for example, interpreters, and legal or financial support. Identifying an area in which Pacific providers can develop housing which meets the needs of our Pacific community.</p>

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				community. I used the word 'home' not 'properties' (plural) as the gap between the wealthy (landlords/developers) and poor (renters) widens. If PNCC could provide help to reduce barriers to home ownership and enable equitable access for Pacific families. It is about allowing our Pacific families to have choices but this is difficult if they have not been included / afterthought in the process.	
S77 Rangitāne O Manawatū	S77.001	General - No specific provision referenced	Support	<p>Protection and enhancement of values within the Aokautere gully system.</p> <p>Previous developments have infilled and/or encroached into the Aokautere gully systems. For example, extensive areas of gully system have been lost to the Pacific and Atlantic Drive developments. We think extensive gully edge encroachment is likely across the entire Aokautere area. This practice has had a high effect on Rangitāne values, especially our relationship with our traditional sites and travel routes into the Tararua Range, the mauri and natural flow of wai, and probable loss of taonga species and their habitats.</p> <p>These values are protected as a matter of national importance under section 6(e) of the Resource Management Act, where the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga shall be recognised and provided for.</p> <p>The Aokautere Structure Plan and Plan Change G recognise and provide for the cultural landscape. The landscape-led development approach restricts development in the gullies, restores gully vegetation and green corridors, and enables access to the gully systems for recreation so that our community can value these spaces as we do.</p>	<p>Development in gully systems is avoided in all cases, except where critical infrastructure, such as road connections and the recreation network, is installed.</p> <p>Existing indigenous vegetation ecosystems in gully systems are protected.</p> <p>Gully systems will be ecologically and culturally restored.</p> <p>Future development responds to the escarpment-gully edge landforms, avoiding encroachment into the gully systems using a 5-m buffer strip. This minimises earthworks requirements and maintains public view shafts.</p> <p>Roads that follow gully edges are retained and housing that backs onto gully edges is minimised so that the gullies are maintained as public assets.</p> <p>The gullies are zoned conservation and amenity areas, as proposed.</p>

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S77 Rangitāne O Manawatū	S77.002	General - No specific provision referenced	Support	<p>Te Mana o te Wai: The gully systems within Aokautere have a range of ecosystem types, including intermittent, ephemeral and permanent waterways, wetlands and ponds, and terrestrial vegetation. The mauri from the whenua (lands) of Aokautere is collected in these gully ecosystems and feeds the Manawatū Awa and Turitea Stream. We have a statutory acknowledgement over these waterways within the Rangitāne o Manawatū Claims Settlement Act (2016). As part of the implementation for the National Policy Statement for Freshwater Management 2020, we have developed a statement to describe what Te Mana o te Wai means to us in our local context. Our statement applies to the Manawatū Catchment Freshwater Management Unit, which includes:</p> <ul style="list-style-type: none"> - the Manawatū Awa - coastal lakes - their catchment, tributaries and connections, including groundwater, wetlands and lagoons. <p>Our statement is as follows: "The most significant quality that flows through wai is mauri. The mauri is generated throughout the catchment and is carried through the connected tributaries, groundwater, wetlands and lagoons. It is the most crucial element that binds the physical, traditional and spiritual elements of all things together, generating, nurturing and upholding all life, including that of Rangitāne o Manawatū. The health and well-being of Rangitāne is inseparable from the health and well-being of wai. The Manawatū Awa, its catchment, tributaries and connections, wetlands and lagoons are taonga and valued for the traditional abundance of mahinga kai and natural resources."</p> <p>Previous development has increased sedimentation rates, which has had a negative effect on water quality and aquatic ecosystem health.</p>	<p>Bioretention devices (rain gardens or wetlands) are incorporated into the road layout and all discharge from impervious surfaces is directed to these devices for filtration and cleansing, as proposed.</p> <p>Flooding is mitigated through use of green infrastructure, such as detention ponds.</p> <p>The flood mitigation detention ponds or other flood control methods should not be considered as water quality treatment devices, as proposed.</p> <p>The streetscape is designed to link stormwater treatment and planting with the retired gully systems. This should be retained as proposed.</p> <p>Amenity street planting, wetlands and/or rain gardens use locally sourced native trees that connect the street network with the gully systems.</p> <p>Gullies are stabilised with native plantings to minimise in-stream/habitat erosion risks and stormwater is discharged at the bottom of gullies rather than overland flow. This should be retained.</p>

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				<p>Sedimentation of waterways is a common result of construction but can be avoided if carefully managed. Aokautere has had extensive earthworks and gully infilling. Many of the aquatic ecosystems have been affected by sedimentation because of poor environmental management practices. Stormwater is discharged directly to the environment and can be quite cloudy, indicating significant contamination levels.</p>	
S77 Rangitāne O Manawatū	S77.003	General - No specific provision referenced	Support	<p>Connected communities, housing choice and mixed density:</p> <p>Parts of Aokautere have been developed over the past few decades. Typically, developers have provided larger sections and houses to the market at premium prices. This has resulted in parts of the community, in particular our Māori community, being excluded from Aokautere due to affordability. Developers have not provided smaller homes, in particular one- or two-bedroom houses, suitable for young or small families, singles and the elderly. Parts of Aokautere are disconnected from the village and amenity areas, which discourages active transport modes. For example, Pacific Drive is long and filled with cul-de-sacs.</p>	<p>Plan Change G provides a range of housing choices and densities, and requires developers to provide a range of development outcomes that meet a broad range of community needs. This should be retained.</p> <p>Higher density around the village and recreational areas should be retained.</p> <p>Plan Change G knits together areas of existing and new developments in a more cohesive spatial plan. Street connectivity, open space connectivity and the recreation network is important and should be retained.</p>
S77 Rangitāne O Manawatū	S77.004	General - No specific provision referenced	Support	<p>Accidental discoveries and archaeology:</p> <p>Previous developments have gone ahead without our participation. Being able to implement our tikanga prior to ground-breaking and throughout construction is critical as our role as kaitiaki.</p> <p>As described by the Rangitāne o Manawatū CIA, the plan change area was not occupied by any other iwi and other iwi having an interest from a cultural perspective is inappropriate. We accept that there are possible downstream effects, but because we intend to improve water quality outcomes, these effects would be beneficial.</p>	<p>Plan Change G specifically introduces accidental discovery protocols, which require developers to engage with us to manage our cultural expectations as part of the subdivision. This provision should be retained.</p> <p>Rangitāne o Manawatū is identified as the iwi to work with regarding accidental discoveries. This should be retained.</p>

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S82 Craig Hindle	S82.001	General - No specific provision referenced	Oppose	The proposed development area from what we can work out is going to increase noise levels both short and long term.	Withdrawal of the proposed plans and continued protection of the areas within the proposals.
S87 Ashok Poduval	S87.002	General - No specific provision referenced	Support in part	I support the proposal and the specific provisions in principle, subject to certain amendments as stated in the decision that I seek from the Council.	All proposed residential construction in the areas shown in the map, particularly to the south, must be restricted to single level to maintain the aesthetic value of the neighbourhood.
S95 Anna Berka	S95.001	General - No specific provision referenced	Not Stated	<p>This urban plan sits at odds with New Zealand country's climate commitments, which require radical shift towards active transport facilitated by compact and intelligent urban design, in which key work and service destinations are no more than 15 minutes walking or cycling from the home. Given that low emission urban planning regulations are on our doorstep, and likely to necessarily be part and parcel of urban design throughout the country within the next 5 years or so - and that this as you know comes far too late as it is - and given that PNCC have at least two staff members whose entire job description to ensure we get this right - I find this very disappointing. This housing development is an opportunity to 'do it right' and put Palmy on the map with regards to best practice. This housing development will be with us indefinitely, and any future structural redesign or retrofitting will come with a hefty price tag.</p> <p>Along this line of thought: - the plan does not prioritise land use efficiency through compact urban design: the majority of the development is medium density suburban standalone houses. This is at odds with your own projections for increased demand in single and double occupant housing in Palmerston North.</p>	Clarification as to how this development will affect the PN Climate Strategy and aligns with the National Emission Reduction Plan.
S97 Manawatū Branch of Forest & Bird	S97.009	General - No specific provision referenced	Support in part	We note that owning a lifestyle block is a luxury that is inappropriate in a world where pressure on land is becoming greater and productive land is becoming more scarce.	We support higher density development with low physical and environmental footprints and urge the council to reconsider this sprawling and inefficient land use. We would

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					much rather see denser developments with areas of grass restored into wetlands or native bush, for biodiversity and carbon sequestration, as well as for the enjoyment from the community.
S100 Cristopher Joven	S100.001	General - No specific provision referenced	Not Stated	No reasons provided.	No decision requested.
S101 Paul Hewitt	S101.001	General - No specific provision referenced	Support in part	Generally support the proposal.	There are no state schools in the urban area on this side of the river. These need to be provided.
S107 Prabandha Samal	S107.001	General - No specific provision referenced	Oppose	<p>The green background, mountain & windmill views behind my Johnstone Drive home are lovely and a delight to watch. The Rural ambience is something to behold. In today's world, life is busy and fast-paced, which is nicely offset by the rural settings Aokautere offers with the tranquility and perfect relaxed atmosphere to rest and recover at home. Aokautere has a rural setting with a natural beauty and uniqueness that should be protected and preserved.</p> <p>The landscape and scenic views that attracted us to live in this picturesque neighbourhood will be lost by the proposed new developments obscuring our scenery completely.</p> <p>The house at xx Johnstone Drive was built facing east to capture the scenic beauty of the ranges. The development of new houses with north-facing houses will lead to complete loss of privacy, apart from congestion and crowding.</p>	<p>The decision to have more houses behind Johnstone Drive should be abandoned. Instead, lining up with trees and walkways would be an option that would go a long way in beautifying the area and maintaining the rural setting, tranquility and scenic beauty of Aokautere.</p> <p>Undertake further consultation once revised plans are put in place.</p>
S107 Prabandha Samal	S107.004	General - No specific provision referenced	Oppose	<p>There will be more noise pollution all around, including increased construction activities, soil levelling etc.</p> <p>The proposed development will adversely impact on the surrounding natural landforms. There will be</p>	Provide details on how exactly the the gully/low-lying areas behind Johnstone Drive will be filled and made into buildable areas.

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				significant Earthworks construction leading to dust and noise pollution.	
S107 Prabandha Samal	S107.005	General - No specific provision referenced	Oppose	<p>The proposed development will adversely impact on the surrounding natural landforms. The open space and gully behind Johnstone Drive will be lost.</p> <p>The PNCC needs to be forward thinking. This is the 21st century and we need to protect our environment for future generations. All of the gullies should be protected as they are a significant natural features to Aokautere. The gully's are the beautiful characteristics of the contour of the land, views, trees, wildlife and openness.</p>	<p>The decision to have more houses behind Johnstone Drive should be abandoned. Instead, lining up with trees and walkways would be an option that would go a long way in beautifying the area and maintaining the rural setting, tranquility and scenic beauty of Aokautere.</p> <p>Provide details on how exactly the the gully/low-lying areas behind Johnstone Drive will be filled and made into buildable areas. Undertake further consultation once revised plans are put in place.</p>
S107 Prabandha Samal	S107.006	General - No specific provision referenced	Oppose		Review the proposed plan. The plans to have a Rest Home may go ahead.
S22 Dennis Thomas	S22.005	General - Aokautere Neighbourhood Centre	Support		I like the provision for a town centre and possible retirement centre.
S64 Scott Knowles	S64.003	General - Aokautere Neighbourhood Centre	Support	Comparison could be made to Summerset at Summerhill or Speldhurst at Kimberley near Levin.	<p>A retirement village and population is welcome. However there is a risk that it could be an uninspiring focus of the central area, with repetitive design elements and homogenous construction. Comparison could be made to Summerset at Summerhill or Speldhurst at Kimberley near Levin.</p> <p>Worse, it might be gated and off limits to neighbours, giving the unwelcoming feel of a privileged enclave or a prison, depending on your perspective.</p>
S101 Paul Hewitt	S101.005	General - Aokautere Neighbourhood Centre	Support in part		The proposed shopping centre straddles a primary road. It needs to be repositioned to one side of the road to reduce conflict between pedestrians and traffic.

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S49 Gill Welch	S49.003	General - Indigenous Biodiversity	Oppose	<p>There will be impact on the nature that the Moonshine residents have fought so hard to protect. Moonshine has made great strides to become predator free and to protect our bird life/wildlife. This development will bring the risk of more cats and escaped dogs endangering the nature that abounds.</p> <p>We all believed that because of the gully and the lay of the land, and the special status that Moonshine holds a subdivision such as this could not happen.</p>	Re-design in coordination/sympathy with views of affected Moonshine Valley residents.
S90 Colin Perrin	S90.003	General - Indigenous Biodiversity	Neutral	<p>Erosion and silt affecting our stream is awful now. Far far worse if this subdivision allowed.</p> <p>Damage to aquatic life from the silt...Endangered Giant kokopu and endangered long fin eels will be badly affected. Also have short fin eels, koura, kakahi, shrimps, bullies.</p> <p>The stream through my property is currently good quality water with aquatic life visible.</p>	<p>Setback of dwellings at least 15m from boundary as has been ruled for buildings overlooking Turitea Valley.</p> <p>Subdivision of this farmland be restricted to a minimum of 1ha to act as a transition area from the small sections of Woodgate to the Special Character area of Moonshine Valley.</p> <p>Setback and minimum 1 ha sections will help with storm water.</p>
S92 Tracey Yung	S92.003	General - Indigenous Biodiversity	Oppose	<p>I read in your reports that it won't only be straight flooding and erosion destroying our special character reserves. This development WILL also affect our special character waters here in Moonshine Valley via damage from silt to our aquatic life in Moonshine Valley stream...Endangered Giant kokopu and endangered long fin eels will be severely compromised. We also host short fin eels, koura, kakahi, shrimps, bullies.</p> <p>We are part of NZ's hard worked for green corridor, I am not satisfied by what I've read that this is going to remain and flourish. That's not ok.</p>	I would like additional work done on water management. I want a guarantee that properties and reserves will NOT be adversely affected by the development.
S97 Manawatū Branch of Forest & Bird	S97.007	General - Indigenous Biodiversity	Support in part	Maintenance of existing ecosystems.	Bush areas should be recognised as SNAs and protected with covenants too (if they aren't already). Proactive restoration and extension of these areas should be included

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					as a condition of the plan change.
S97 Manawatū Branch of Forest & Bird	S97.008	General - Indigenous Biodiversity	Support in part	This has been successful in other new developments (such as a development in Hamilton, where such a ban was introduced to protect a local population of Pekapeka bats). This would ensure the valleys of native bush can continue to support native wildlife and are not degraded by the presence of cats roaming in and killing birds (which will happen).	We request a ban on cat ownership in the suburb.
S107 Prabandha Samal	S107.002	General - Indigenous Biodiversity	Oppose	If the proposed plan is put to action, then natural flora and fauna including native bird life (such as Tui, Pukeko, wax-eye, robin) and shrubbery will be adversely impacted. The proposed development plans will adversely impact pollination enabled by insects in the area that contribute to propagation of our wildlife.	All of the gullies should be protected as they are a significant natural features to Aokautere. The gully's are the beautiful characteristics of the contour of the land, views, trees, wildlife and openness.
S22 Dennis Thomas	S22.006	General - Multi-unit residential development	Support		I support the inclusion of areas for multi-unit housing, and think the proposed placements near open spaces and in the town centre are excellent.
S27 Linda Rowan	S27.002	General - Multi-unit residential development	Support	I support more intense housing - multi unit and small section (400m2) residential development on the proposed land. We need to be fully utilising the land available suitable for housing and not building on prime food production on land surrounding Palmerston North.	That low density (spread) housing sections be removed from the plan and replaced with higher density sections to better utilise the subdivided land.
S30 Ee Kheng Ang	S30.002	General - Multi-unit residential development	Oppose	My objection is linked to two specific issues. Visual impact - tall (two storey buildings) being the most likely outcomes of more housing along the top of the hill (submitter lives in Moonshine Valley).	If the development goes ahead, the following changes should be accommodated: Proposed buildings should be set back at least 15m from the boundary (as has been done for Turitea Valley). Attention be given to the special characteristics of Moonshine Valley Road so

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					as to minimise potential impacts in terms of aesthetic.
S30 Ee Kheng Ang	S30.003	General - Multi-unit residential development	Oppose	Moonshine Valley Road has special characteristics and is home to some aquatic life including koura, shrimps and short fin eels. My objection is linked to two specific issues, including the potential of development to endanger the existing fauna and flora.	If the development goes ahead, the following changes should be accommodated: Attention be given to the special characteristics of Moonshine Valley Road so as to minimise potential impacts for existing aquatic life.
S34 Ray & Judy Stevens	S34.001	General - Multi-unit residential development	Oppose	<p>We wish to register our deep concern at the proposed rezoning of the farmland adjacent to the south boundary of Moonshine Valley which will allow small sections with multi unit dwellings. The loss of soil surface to allow rain to soak in will be considerable from both these dwellings and the roads servicing them.</p> <p>Mitigation by council is proposed with retention ponds at intervals along the top of the slopes but these will not cope with our increased rainfall events and water will inevitably overflow down the slopes into the roadside drains. We have a culvert across our land which takes water from these roadside ditches. It is already damaged from excess water so this will only get worse. We also have the Moonshine Valley stream through our property which has become badly damaged by the extra volume of water flowing from the subdivision at the head of Pacific Drive (Brian Green Development) so any more storm water discharged from these proposed new developments, whether in single events or in a more uniform discharge, will cause even more damage to the banks of the stream. [Photos supplied with submission].</p>	We totally oppose this plan of subdivision into small sections with intensification of dwellings for the farmland adjacent to Moonshine Valley.
S38 Marie Thompson	S38.001	General - Multi-unit residential development	Oppose	We built a new home in Moonshine Valley 28 years ago - 1994. We loved the special nature of the valley and still do. As a foundation original owner we value the nature of our road it is why we	I am against multi storey invasive apartments on the ridge above the valley as it will compromise the nature of our valley. I would like to see single storey housing that is spaced on sections larger than the

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				continue to reside here. We would value buildings that complement the nature of the road.	Woodgate development.
S38 Marie Thompson	S38.002	General - Multi-unit residential development	Neutral	I am aware of slips on the hills, as we have experienced this on the hill behind our home.	I am against multi storey invasive apartments on the ridge above the valley as it will compromise the nature of our valley. I would like to see single storey housing that is spaced on sections larger than the Woodgate development.
S40 Heather and Grant Morgan	S40.002	General - Multi-unit residential development	Not Stated	<p>Currently houses are being built on very small infill sections like the Japac development in Linton Street. Five houses were crammed onto a site that should not have had more than four houses. It starts to change the nature of the city too much. A key attraction of Palmerston North as a city to move to, from Auckland, was the lower density of houses.</p> <p>The reality of a multi-dwelling subdivision can be quite different in real life from its architect and artist's impression. Enough resident car parking is essential.</p>	<p>Sufficient off-street parking needs to be allowed for each household unit.</p> <p>Purpose built parking needs to be allocated for visitors and extra family cars so front yards are not cluttered with cars.</p>
S40 Heather and Grant Morgan	S40.003	General - Multi-unit residential development	Not Stated	<p>While the city does have a good number of parks and walking and cycling tracks, these will gain more users as more houses are built.</p> <p>The Silverbrooke development in Whitby, Porirua City is an example of multi-unit dwellings and standalone houses that looked good on paper. In reality the Parks are really parklets, appearing to be less than a quarter acre to support 38 or more households.</p> <p>The reality of a multi- dwelling subdivision can be quite different in real life from its architect and artist's impression. Green space is essential.</p>	Green space between units is critical, as are parks and playgrounds that can be used practically by more than one family at a time.
S41 Brett Guthrie	S41.002	General - Multi-unit residential development	Oppose	The submitter strongly objects to the extremely incongruous placement of multi- unit, multi-story housing of up to 11 metres on the promontories above Moonshine Valley. The National Policy Statement Urban Development (NPS-UD) is driving	This submission seeks that a broader view is taken with the proposed subdivision directly threatening the special character of Moonshine Valley Rural Residential Area. Exclude medium density multi-unit, multi-

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				<p>housing intensification, but no local precedent exists as there is no other outlying area of greenfield development in Palmerston North where this type of intensification is planned. There could not be a stronger disparity in development between these and Moonshine Valley. This issue was very clearly opposed in 2019, but has obviously been ignored since with astonishing hubris. Intensification legislation is, elsewhere, well described as "poor and rushed" ("Three Story Nightmare Delayed"; OneRoof News, 31 August 2022).</p> <p>In this location medium density multi-story adjoined buildings are in conflict with the aims of DP 7.2.3 (p.3); 7.3.1.3-5 (p.5); R7.6.2.1 Assessment Criteria a, b, c. (p.36); R7.15.2.1 (p70); 10.3 Objectives and Policies 2.2 (p.4); R10.6.3.1 Criteria h. (p.34); R10.6.3.2 Assessment Criteria f (p.36); Plan Change G, Landscape Assessment (PCG-LA); Village (p.10). In addition, these buildings and placement is in complete contrast with that consideration afforded the Hokowhitu Lagoon Residential Area (DP Map 10.6.3.3 (g) p.80) where "(v)isual dominance from multi unit development on neighbouring development is avoided." (DP 7.10.10, p.27). Overlooking Moonshine Valley, multi-story and multi-unit dwellings do not fit "within the character of existing neighbourhoods." (DP 10.1 Introduction p.1), and certainly "may be less feasible than traditional detached dwellings." (PCG Section 10, Costs p.76).</p> <p>Moonshine Valley Rural Residential Area is identified as a special character area (DP 7.3.6 explanation p.19) and, as such, is afforded some protection in the NPS-UD from such ill-placed intensification.</p>	<p>story housing from promontories.</p>
S41 Brett Guthrie	S41.003	General - Multi-unit residential development	Oppose	A strong precedent for providing connectivity between residential and adjoining conservation area; the special character of Moonshine Valley	This submission seeks that a broader view is taken with the proposed subdivision directly threatening the special character of

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				<p>Residential Area, and also avoiding visually intrusive buildings on the landscape is well provided for in DP 10; Resource Management Issues; 10.2.12, Objective 7, Turitea Valley (p.6); and Objective 8, Napier Road (p.7); PCG-LCA (p.12). For example, although of quite similar landscape and development, Moonshine Valley is not afforded the same treatment for visual amenity as in Turitea Valley [submission cites DP 10.2.12, p. 3]</p> <p>The Moonshine Valley "interface" is not being carefully managed. The intrusion and visibility of these adjoined 11 metre buildings from and into Moonshine Valley is significantly downplayed by both the Structure Plan and the Landscape Assessment. For example, relating to Figure 5 (p.12), the Landscape Assessment relies heavily on the retention of a stand of pines that are due for felling and have been thinned since that image was taken. The years to replace these with similar or indigenous growth negate the validity of both this and the Structure Plans assessments completely. In this case local knowledge supersedes a brief site visit.</p> <p>The published recession planes hardly consider Moonshine Valley. The rear boundary recession planes are clearly inadequate and will perhaps be exacerbated with an "elevated outdoor area" (PCG-LCA 9.1 p.8). The submitter knows that their house and yard is easily viewed from the field above by a person standing there and looking through the pine trees. A multi-story building of 11 metres will magnify this view greatly, severely limiting the privacy presently enjoyed and creating a very unwelcome intrusion and loss of amenity.</p> <p>Significant setback and a transition area have been sought in submissions from Moonshine Valley residents' in 2009, 2014, 2015, 2018, 2019.</p>	<p>Moonshine Valley Rural Residential Area. In particular the incongruous presence and close proximity of ill-placed multi-unit, multi-story housing.</p> <p>That the Plan change excludes medium density multi-storey housing from promontories.</p> <p>Amendments are required to setback distance. Setback from the escarpment edge and a transition area need to be implemented to ensure the semi-rural skyline is retained, rather than having Moonshine Valley rural outlook adversely dominated by the visual prominence of housing and fencing (Section 32 PCG: 4.4 Community, 81, p.34, Table 7; PCG-LCA Development responses e. p.8). Precedent exists in the District Plan; Section 10, Objective 12 (p.3) and Map 10.6.1 (p.72); fence and building heights (Pacific Drive Extension R10.6.1.1 a. iii, iv & v, pp.12,13, 1, p.19; Napier Road Residential Extension R10.6.1.4 d.ii, e.i, p.24), Policies 8.5 and 8.6 (pp.7,8) and the PCG 7.3 Objective 2, 3.4 Explanation (p.16). The proposed plan is in complete opposition to all of these.</p>

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				<p>Setback is now limited to a minimum of 5 metres merely because of geotechnical concerns (Tonkin & Taylor, 2022). This minimal setback is very clearly inadequate when locating an array of 11 metre tall buildings close to the boundary with Moonshine Valley. It certainly will not "reduce(s) visual dominance", nor will these tall buildings visual impact be "mitigated by distance and existing vegetation" (Aokautere Structure Plan 2022 7.4, pp.5,6)</p> <p>In this location medium density multi-story adjoined buildings are in conflict with the aims of DP 7.2.3 (p.3); 7.3.1.3-5 (p.5); R7.6.2.1 Assessment Criteria a, b, c. (p.36); R7.15.2.1 (p70); 10.3 Objectives and Policies 2.2 (p.4); R10.6.3.1 Criteria h. (p.34); R10.6.3.2 Assessment Criteria f (p.36); Plan Change G, Landscape Assessment (PCG-LA); Village (p.10).</p> <p>In addition, these buildings and placement is in complete contrast with that consideration afforded the Hokowhitu Lagoon Residential Area (DP Map 10.6.3.3 (g) p.80) where "(v)isual dominance from multi unit development on neighbouring development is avoided." (DP 7.10.10, p.27).</p> <p>The Council is also obliged by the Resource Management Act 1991 (Principle 7.c) to maintain elements of the existing rural amenity such as a sense of spaciousness.</p>	
S41 Brett Guthrie	S41.004	General - Multi-unit residential development	Oppose	<p>Housing intensification and multi-unit, multi-story dwellings with limited on-street parking are obviously more suited to being in closer proximity to the central city (DP 10.3 Objectives and Policies 1.2 p.3) and "well served by public transport" (DP 10.3 Objectives and Policies 1.6 explanation p.4). The District Plan clearly supports the intention of the NPS-UD, however, the Aokautere Structure Plan (2022) does not.</p>	That the Plan change excludes medium density multi-storey housing from promontories.

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				Encouraging this type of housing on the outskirts of the city and the fringes of limited public transport is also in conflict with the aim of limiting the effects of climate change by reducing travel (Eco-City Strategy 2021-31), and is counter to the intention of the NPS-UD.	
S49 Gill Welch	S49.002	General - Multi-unit residential development	Oppose	<p>Moonshine has always had a special status as a lifestyle environment, and the council appear to have given zero consideration for this fact given that the council deems it appropriate to allow the construction of 11 metre high density flats along our border. The absurdity of this, choosing to place this type of housing next to idyllic lifestyles, almost beggars' belief.</p> <p>This is the type of housing that is undoubtedly best suited to inner city developments and not on the fringes of town adjoining country properties. Development gone mad.</p> <p>The developer that owns this land, I know, would not like 11 metre 3 storey homes next to their lifestyle home and they have a choice not to destroy others peoples homes. Life isn't always about making money at the expense of others, just because the council may end up deeming that they can doesn't mean that they should.</p>	Please leave this type of housing where it belongs, and it certainly is not next to the peaceful setting of lifestyle properties. I cannot think of a more inappropriate place to build high density housing. Re-design in coordination/sympathy with views of affected Moonshine Valley residents.
S49 Gill Welch	S49.006	General - Multi-unit residential development	Oppose	We are also informed that these 3-storey intensive 11 metre high buildings will only have a 5 metre setback and not even the 15 metre setback as in the Turitea Valley subdivision. Why is this? The visual impact will destroy our Valley.	Re-design in coordination/sympathy with views of affected Moonshine Valley residents.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.008	General - Multi-unit residential development	Oppose	The extent of medium density or multi-unit residential housing area is opposed.	The quantum of medium density needs to match a careful assessment of market demand which should have been undertaken at the outset of this project. The promontory clusters also need to be tested as to feasibility given the road access development costs to these sites.

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S65 Steve Welch	S65.001	General - Multi-unit residential development	Oppose	I find it hard to understand why the PNCC will allow building to be planned within a 5m setback of the 30 Moonshine Valley gully edge that represents the highest boundaries of 11 lifestyle properties. Turitea developments have been restricted to 15m and regarding gully/valley edges that are not, in my opinion, as at risk in terms of drainage that will affect existing natural water flow through and across the land...	I oppose proposing housing proximity to the "gully" edge of Moonshine Valley property boundaries. Consult more personally and proactively with affected property owners and redesign plans along the Moonshine Valley boundary.
S65 Steve Welch	S65.002	General - Multi-unit residential development	Oppose	It seems bizarre to all the 30 Moonshine Valley residents with whom I have spoken that the proposal places multi-unit dwellings, apparently of at least 3 stories and 11m height (basically small blocks of flats), closely up against the highest boundaries of various Moonshine Valley lifestyle properties. The fact also that these flats will be segregated on spurs away from the predominant single dwellings means that a "ghetto" effect will be likely. The flats will undoubtedly be more affordable and it seems obvious that this design is intended to keep up the selling value of land for single dwelling sites thus making property more unaffordable and making more profit for the developer. Surely the PNCC should be promoting more affordable housing not allowing strategies such as this that will help boost prices.	I oppose multi-unit housing positioning in "ghettos" along spurs closest to Moonshine Valley 'gully' edges. I would have thought flats would be better being more central to the development and scattered around so that prejudices cannot build.
S65 Steve Welch	S65.006	General - Multi-unit residential development	Oppose	Additionally these trees effectively provide a line of sight barrier (if incomplete) between the rear of our house, that includes bedrooms, and the 11m blocks of flats that are planned to look down at our windows. The trees will absolutely dominate the near view of the flats to the extent of blocking winter sun and most of the views that are described in the PCG as a reason for their positioning. Conversely if the trees die or fall due to the water changes then our previously idyllic lifestyle block will be overlooked by a multitude of dwellings. How can this be right?	Consult more personally and proactively with affected property owners and redesign plans along the Moonshine Valley boundary.

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S65 Steve Welch	S65.007	General - Multi-unit residential development	Oppose	The impact of noise, pollution, litter, reduced privacy, crime etc from the planned building near our boundary will destroy the appeal/attractiveness of our home of approx 20 years. I believe that in obvious cases such as the Southerly positioned Moonshine Valley residents, that a more personal approach should be taken by the PNCC to better work in with existing lifestyles and to understand the impact of their plans	Consult more personally and proactively with affected property owners and redesign plans along the Moonshine Valley boundary.
S65 Steve Welch	S65.008	General - Multi-unit residential development	Oppose	I find it hard to understand why the PNCC will allow building to be planned within a 5m setback of the 30 Moonshine Valley gully edge that represents the highest boundaries of 11 lifestyle properties. Turitea developments have been restricted to 15m and regarding gully/valley edges that are not, in my opinion, as at risk in terms of the adverse affect of noise and other urban characteristics such as increases in pollution, litter, and crime that may impact existing lifestyle property owners.	Oppose: Proposed housing proximity to the "gully" edge of Moonshine Valley property boundaries. Consult more personally and proactively with affected property owners and redesign plans along the Moonshine Valley boundary.
S68 Russell Poole	S68.003	General - Multi-unit residential development	Support in part	<p>The proposed provision for multi-unit housing.</p> <p>This seems to me, in and of itself, a necessary and progressive step. At the same time, it will be difficult to implement effectively, as currently formulated. The draft plan envisages the construction of multi-unit housing at the very furthest reaches of the suburb, located at the far end of "necks" of land. I see two main problems with that:</p> <p>These proposed locations place the multi-unit housing at maximum distance from Pacific Drive, which is, as noted above, the sole artery for the suburb. There seems to be no scope whatever, given the terrain and the existing street lay-out, for alternative arterial routes giving more immediate access to the proposed multi-unit housing.</p> <p>It is precisely the residents of the multi-unit housing who might be most receptive to using public transport, were it to be made available. But, given the existing street lay-out (which really would be</p>	With these points in mind, a better location for high-density housing would seem to be beside the main artery, Pacific Drive. Most of the sections along this road have long since been coopted for less intensive occupation but one exception is the Pacific Drive portion of Adderstone Reserve, whose future use is up for discussion as part of the current consultation. I suggest that here is a logical place to place multi-unit housing. If subsequently the IPU were to release some of its vacant land on the east side of Pacific Drive, the multi-unit housing could be extended northwards on to the IPU land. Residents in this location would have the advantage of easy access to existing public transport. They would also be within walking distance of existing local shopping (in the Summerhill Shopping Centre), which in turn would broaden the economic base for retailers and hospitality businesses.

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				<p>more appropriate in a gated community), buses will have to thread their way along narrow side-streets to reach the multi-unit housing. There is no apparent provision for turning circles or bus stops.</p> <p>Residents of multi-unit housing might also be more inclined than other residents to use local shops but they could scarcely be more remotely situated from the existing shopping. Even the proposed small neighbourhood shopping centre by Pacific Drive south of Johnstone Drive will scarcely be handy, even supposing it is commercially viable.</p>	
S68 Russell Poole	S68.004	General - Multi-unit residential development	Support in part	<p>The draft plan envisages the construction of multi-unit housing at the very furthest reaches of the suburb, located at the far end of "necks" of land. A concentration of multi-unit housing on these narrow necks of land will drastically reduce their soakage capacity, with the attendant risk that stormwater and silt will spill over into the gullies below. This is already occurring, as is evident to anyone who monitors the state of the streams and ephemeral creeks that flow into the Manawatū River from the Aokautere side. Further destabilisation of this already unstable land is a likely outcome of the plan as conceived.</p> <p>Recent housing damage in Nelson, Wellington and Tauranga should teach us that what might at a stretch be viable today (or yesterday) will not be so in the fairly near future.</p>	With these points in mind, a better location for high-density housing would seem to be beside the main artery, Pacific Drive. The Pacific Drive portion of Adderstone Reserve... is a logical place to place multi-unit housing.
S80 Elizabeth Fisher	S80.002	General - Multi-unit residential development	Oppose	These recommendations would help protect our land, the indigenous vegetation, robust aquatic habitat, bird and animal populations from light/noise pollution, especially our abundant nocturnal wildlife.	<p>My recommendations are:</p> <p>Not to build multi unit residential housing along Moonshine Valleys boundary.</p> <p>The subdivision of this farmland be restricted to a minimum of 1 ha. to act as a transition area from the small sections of Woodgate to the Special Character designated area of Moonshine Valley.</p> <p>That the dwellings be setback at least 15 meters from the boundary as has been the</p>

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					rule in Turitea Valley which we don't have in this proposal and they (Turitea) don't have the Special Character Designation. Yet we are both part of the 'Green Belt'.
S90 Colin Perrin	S90.001	General - Multi-unit residential development	Oppose	<p>Visual Impact....multi unit dwellings on v. small sections right along the top of our hills. Have to be at least double storey to get them in.</p> <p>Mitigation: A. Council have a 5m setback from the Valley boundary which they reckon will be sufficient to protect the slopes...NO. That, if anything, will aggravate the instability of the slopes and cause more slips. Already some slips and lots of historical ones all along that side. 5m is just too small.</p> <p>Setback and minimum 1 ha sections will help with storm water and visual impact.</p>	<p>Setback of dwellings at least 15m from boundary as has been ruled for buildings overlooking Turitea Valley. Moonshine Valley has a Special Character designation. Turitea Valley does not and yet they have this rule and we do not. Will help a lot with Visual Impact.</p> <p>Subdivision of this farmland be restricted to a minimum of 1ha to act as a transition area from the small sections of Woodgate to the Special Character area of Moonshine Valley.</p>
S98 Sara Burgess	S98.002	General - Multi-unit residential development	Oppose	The proposed multi story dwellings on the the skyline will visually impact the special character area of Moonshine Moonshine Valley Road.	I would prefer no additional housing to go above Moonshine Valley Road. However, at a minimum the proposal should have have dwellings setback at least 15m from the edge of the hill overlooking Moonshine Valley (as already done in Turitea Valley), with a minimum subdivision of 1ha to transition from residential to small lifestyle blocks found in Moonshine Valley.
S6 Jessica Somerton	S6.003	General - Open space and recreation	Not Stated	Not stated.	I would like the Council to consider an area for skating in the new development.
S64 Scott Knowles	S64.002	General - Open space and recreation	Support		What happened to the original full length 'Wetland Park' idea, whereby it had a long winding stream/reserve leading away from Royal Crescent (heading southeast)?

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S66 Jessica Costall	S66.006	General - Open space and recreation	Oppose	<p>The existing gully network is not being adequately maintained. For example, newly established native plantings in Springdale Reserve are being rapidly overtaken by banana passionfruit and other noxious weeds, despite residents like myself attempting to carry out weed control themselves. It is all very well for the Council to say they will establish further walkways and plantings as part of this proposed redevelopment, but if they are not looking after the recreational areas that currently exist, I am pessimistic about what will happen to any future plantings.</p>	[No specific relief sought]
S68 Russell Poole	S68.005	General - Open space and recreation	Support in part	<p>The proposed creation of additional reserves in the gullies. I see this as, in principle, another commendable idea in the draft plan. A concern, however, is how far this component is compatible with the remainder of the plan. In the existing development, housing presses up close to the lip of the gullies and in some cases property boundaries even extend down into the gullies from the flat land above. It seems extraordinarily shortsighted that that has been allowed to happen; the lack of a uniform clear demarcation between private property and reserve land will militate against systematic revegetation.</p> <p>Another problem, as I have already noted, is stormwater drainage, which has the potential to scour out the slopes below the proposed housing and carry silt into the streams, creating hostile conditions for aquatic life.</p>	For the gullies to become sustainable reserves they will need better protection than they appear to have at present or is envisaged in the plan.
S69 Karen Lyons	S69.003	General - Open space and recreation	Oppose		Generally in Palmerston North there needs to be more attention paid to going up rather than spreading out, not simply to have a denser housing area, but to allow for green spaces, not the ubiquitous concrete, around dwellings. This is even more important in greenfield developments such as the Aokautere one.

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S101 Paul Hewitt	S101.002	General - Open space and recreation	Support in part		I would like to see the provision of sports fields in this development and associated community facilities.
S22 Dennis Thomas	S22.004	General - Rural-residential development	Oppose	As this is existing farmland, I am opposed to a big chunk of it being rezoned for "rural residential".	Do not agree to the establishment of further rural residential blocks. It should either be future residential or stay as rural land, not be chopped up into lifestyle blocks.
S27 Linda Rowan	S27.001	General - Rural-residential development	Oppose	I do not support large lifestyle development properties under the rural-residential category. We need to be fully utilising the land available suitable for housing and not building on prime food production on land surrounding Palmerston North.	That low density (spread) housing sections be removed from the plan and replaced with higher density sections to better utilise the subdivided land.
S65 Steve Welch	S65.004	General - Rural-residential development	Oppose	I have been told that it is incumbent upon PNCC to ensure that any new subdivision does not have an adverse affect upon existing subdivisions, this would be especially so for the unique and specially zoned rural-residential Moonshine Valley that the PNCC has taken pains to nurture over the years. The plans in the PCG are contrary to this policy.	Oppose: The impact from this new residential subdivision upon the existing specially zoned rural-residential Moonshine Valley subdivision. Consult more personally and proactively with affected property owners and redesign plans along the Moonshine Valley boundary.
S92 Tracey Yung	S92.001	General - Rural-residential development	Oppose	I believe the special character status of Moonshine Valley will be irreversibly damaged by heavy development on the land above and directly beyond the valley. Submission cites District Plan 7.3.6 Explanation, pg 19, which refers to Moonshine Valley Rural Residential Area as being identified as a special character area, and the reasons for this. (Actually I'd like to ask council why on earth develop up here to the density proposed when there is so much flat land available out Cloverlea way or between Palmerston North and Ashhurst? Why up on a hill with a single road in or out?? I don't understand at all).	I would like to see a set back of dwellings at least 15m from boundary. This has already been ruled for buildings overlooking Turitea Valley. As a Special Character designation here in Moonshine Valley, we should at least have the same. Turitea Valley is not a special character area and yet they have this rule. We should have it also. I would like to see a transition in section size as you move further from the centre of the new build area (Woodgate etc) out to the Special Character area of Moonshine Valley. I'd like to see subdivision of this farmland be restricted to a minimum of 1ha per lot. I'd also like for current interested parties in Moonshine Valley to be offered by the council the right to purchase the land

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					directly beside/behind them. We, for one, would be very interested in purchasing the land beside and behind us. I am sure others would be the same.
S101 Paul Hewitt	S101.003	General - Rural-residential development	Support in part	The lifestyle zone in Turitea Valley consumes a lot of land for each residence.	Better utilisation of this land would be made of it if it were added to the urban growth proposal. A lifestyle block could contain 12-15 houses per hectare.
S17 Inga Hunter	S17.001	General - Stormwater, erosion and flooding	Oppose	<p>The extension of housing to the top of the hill above Moonshine Valley Road, especially the first 500 metres or so is extremely concerning with regard to the increased risk of flooding and stormwater overflowing causing landslides.</p> <p>The recent flooding is an example of current and future weather changes with climate change, so the amount of rain falling on this area is only going to increase in volume. The soil does not absorb water very well so surface run-off is a real problem already.</p> <p>I do not believe that adequate consideration has been given to the increase in water drainage, the poor soil absorption and the already substantial water flow this area already receives and does not cope with.</p> <p>Retention ponds are inadequate and will overflow in winter. Water currently streams down the hill, under and around my house, down my drive to the road and across to my neighbours.</p> <p>Increasing housing density close to the edge of the slope will disturb the existing water flows and increase stormwater volumes, especially in winter when the current drainage is already overwhelmed and markedly increase the risk of landslides to both the new and existing housing on Moonshine Valley Road.</p>	I wish to have the provisions amended to prevent housing between the last gully before the start of the downhill slope and the hill and for this area to be made a reserve. I would like considerably more space left between housing and the edge of the hill to Moonshine Valley Road. I would also suggest using the last gully as the edge to the housing with water drainage to the main road and large stormwater drains so that there is no possibility of water coming over the edge. A reserve with increased water retention and disbursement systems could be made in place of housing.

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				It is avoidable if the plans are amended to move housing further away from the end of the slope to Moonshine Valley Road.	
S30 Ee Kheng Ang	S30.001	General - Stormwater, erosion and flooding	Oppose	There are slips along the hill tops currently; these will only get worse if the retention pond is sited as proposed. Any natural events (heavy rain, earthquakes etc.) will make the situation worse. Despite the planting in the area, my property is potentially in danger of being damaged through overflow and flooding should the retention pond fail.	I am concerned about aspects of the plan so oppose it. Failing that, I would like to see some amendments to the plan, especially in regard to the retention ponds along the top of my property.
S39 Anthony and Rosemary Gear	S39.006	General - Stormwater, erosion and flooding	Oppose	A further concern for PNCC should be the damage to Bryant's Bridge on Aokautere Drive. Increased volume of water flowing down Moonshine Valley Stream and the water coming off the Woodgate subdivision into the Church gully (G1 Map7A.4) meet below this bridge and the force of this combined water is eroding the banks. The bridge was repaired some years ago but the road surface is starting to sag again.	Oppose those provisions which adversely impact stormwater.
S39 Anthony and Rosemary Gear	S39.007	General - Stormwater, erosion and flooding	Oppose	<p>The Aokautere Urban Growth proposal plans to continue to use the same method as before to remove the storm water from the plateaux above Moonshine Valley. The water will be discharged in controlled fashion using Detention ponds sited at intervals along the top of the slopes and water will flow in a uniform way into the gullies and into Moonshine Valley. In addition the plan is for a setback of dwellings of 5m from the edge of the slopes.</p> <p>Both these mitigations are badly flawed. The reduction in soil infiltration from the concentration of multi-unit dwellings and the servicing roads is considerable. Water soaking into the 5m setback will saturate these areas in no time and have the potential to make the instability of all the slopes actually worse. All the slopes are already slip prone. Some are historical slips and some current ones and if lessons are learnt from the August 2022 Tasman disaster it is obvious planning should at all</p>	<p>1. A setback of 15m for all buildings from the edge of the hills with a height restriction of no more than two storeys. Map 7A.4 Promontory Clusters D1-D5. The 15m setback would help ... to a limited extent ...reduce the damage the extra storm water will cause to the already unstable slopes.</p> <p>2. We have repeatedly asked for a transition area for the plateaux between the gully system in the Aokautere/Summerhil area and above the Moonshine Valley area. Map 7A.4 A minimum 1ha subdivision zoning to connect the small residential sections in Woodgate and along Johnston Drive to the Rural Residential area of Moonshine Valley would solve all the problems of ...storm water discharge.</p> <p>Warnings are everywhere that climate change has arrived and poses a huge challenge for our country. New Zealand has just experienced the warmest and wettest</p>

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				<p>costs avoid aggravating unstable areas. A Detention facility is a good system for many areas. They reduce sudden volumes of water pouring out of areas and although they require a high standard of maintenance they are a good system to use. However, having them on these plateaux is extremely unwise. They will reach capacity by mid winter and thereafter water flowing into them will have to go somewhere. With limited wetland, excess water will flow straight down the slopes.</p> <p>Two weeks ago we had 62mm of rain in 8 hours and if that is concentrated in either a Detention facility or a Retention pond and it is already full, the damage of this water pouring down any slope in our area will be huge.</p> <p>In addition we are liable to small and/or potentially destructive earthquakes. A fracture in the wall of any facility or pond will be very damaging to any gully, structure or property below them.</p> <p>GHD Ltd have been observing our issues with storm water damage in Moonshine Valley and have concluded in their report that the damage we are concerned about from this intensive development is "perceived" (page 37). This is an insult to every resident in the Valley. Our concerns are based on very real fact. We have never seen them observing when the stream has been in flood. Rather, their visits seem to have been when the flow is low. They appear to dismiss the damage as "historical" and therefore of no relevance. That is utterly unacceptable. Council by their own rules cannot allow damage to neighbouring properties from subdivisions. They have totally ignored this rule up to now and we can only assume this behaviour will continue.</p> <p>The Moonshine Valley Stream has already been considerably damaged by the increased generation</p>	<p>winter on record and there are examples throughout New Zealand where rain events have caused inestimable damage to infrastructure and the environment. The Manawatū will not avoid this for ever and Council needs to plan for that now.</p>

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				<p>of storm water draining from the Brian Green subdivision at the head of the gully connecting to Moonshine Reserve, as well as the Woodgate subdivision above the gully draining into the Community Church grounds in Moonshine Valley. Both gullies have been completely altered by the increased and unmanaged storm water and have been severely damaged. For Council to allow more water to flow into these gullies, however good the mitigation, is totally iniquitous.</p> <p>The proposal to plant out these gullies with natives by Green Corridors and other groups is admirable but will not stop the damage to any of the gullies. Our hill, planted with natives over the last 35 years, demonstrates how water flowing down from above will undermine the roots of well-established trees which then fall.</p>	
S39 Anthony and Rosemary Gear	S39.008	General - Stormwater, erosion and flooding	Neutral	<p>Moonshine Valley has been identified by PNCC as a "Special Character area" due to its two reserves, one of which has remnant and important original bush, the biodiversity of flora through the whole valley and the 21 native and endemic birds that have now made the Valley home. We also have a population of green geckos and the stream has important aquatic life with Giant Kokopu, both species of eels and other native life.</p> <p>The silt that comes down with the storm water results in totally opaque water and this flows into our stream. Moonshine Valley Stream has endangered Giant Kokopu and endangered long fin eels. Also short fin eels, koura, kakahi, shrimps, bullies.</p> <p>The silt settling after rain events is covering the entire bed of the stream and is causing untold damage to our aquatic life, something PNCC and Horizons are aware of but fail to act on. The Manawatū River has an unenviable reputation of</p>	<p>If either Council really want to improve the health of the river they need to address the problem at the source...silt in the feeding streams largely caused by these intensive subdivisions.</p> <p>No one should want to leave a legacy of:</p> <p>Destroying the "Special Character "of Moonshine Valley.</p> <p>Destroying the gully system by allowing intensive multi-unit dwellings above them. No amount of mitigation will control the damage caused by the extra storm water generated from the impermeable surfaces.</p> <p>Destroying the health of the Moonshine Valley stream with the endangered species living in it.</p> <p>Failing to act on improving the health of the Manawatū River by ignoring the cause of much of the damage coming down a silt laden tributary.</p>

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				poor water quality, in part due to the tributaries bringing in large amounts of silt.	
S41 Brett Guthrie	S41.008	General - Stormwater, erosion and flooding	Oppose	<p>The submitter has concerns about inadequate minimal setback, lack of transition area, inadequate measures to mitigate drainage issues.</p> <p>Setback greater than 5 metres, such as the 10 and 15 metres enforced on Pacific Drive Extension which overlooks Turitea Valley (DP Map 10.6.1 p.72), and a transition area would help mitigate the issues of stability and drainage with the known difficult soils and perched water tables found in this area (Urban Land Use Capability study, 1989; Tonkin & Taylor, 2005, 2022; expert evidence of soil scientist Dr. Alan Palmer, 2009; DP Section 22; Natural Hazards, and PCG, Section 7, Rural, 7).</p> <p>As noted in the PCG Stormwater Management Strategy the catchment for Mangaotane stream ("Bryant's Creek") includes a number of tributaries that arise in the areas being subdivided. It is now obvious that these streams and the culverts in Moonshine Valley are not able to sustain the increase in stormwater and storm surges from these subdivisions resulting in increased flooding and erosion. Most recently, for example, has been the closure of Tutukiwi Reserve due to erosion of the driveway. This area had been stable for decades.</p> <p>The comprehensive stormwater assessment by GHD (2022) is clearly designed to justify existing and planned mitigation and is in concert with the landscaping assessment. It does little to allay the concerns of Moonshine Valley residents nor to fulfill PGC Part 1, 7A, Objective 4.7 (p.5). The survey does not seem to have looked beyond the easily accessible parts of the various streams as indicated by the photographs. Stream damage from at least one property was surveyed, but those issues were</p>	<p>Submission seeks:</p> <p>amendments to setback distance and stormwater mitigation; exclusion of medium density multi-storey housing from promontories; inclusion of a 'Transition Area' adjacent to Moonshine Valley.</p>

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				<p>apparently not included in the final assessment. Instead of on-site observations, greater emphasis appears to have been placed on modeling.</p> <p>The submitter notes it is somewhat disingenuous to long-term Valley residents to describe the obvious impacts from the developments as "perceived" (GHD: Conclusions and recommendations p.37). Again local knowledge, observations and concerns must supersede a brief site visit in favourable conditions.</p> <p>The submitter notes Justice Gendall's reserved judgment (Pacific Farms Ltd. vs Palmerston North City Council 2010) with respect to inadequacies in the handling of stormwater flow from the Johnstone Gully area. In particular, the resource consent RM2111: "There was no mention of stormwater effects in relation to downstream landowners." These effects are now somewhat worse, residents' concerns are downplayed and appear not to have been inadequately dealt with in this assessment.</p>	
S43 Chris Teo-Sherrell	S43.001	General - Stormwater, erosion and flooding	Support in part	<p>There has long been concern expressed by the community and elected members about the increase in hard surface area in PN as a result [of] infilling and greenfield development. Some parts of the proposed plan seem to incorporate things like roadside stormwater treatment and detention gardens which I support.</p> <p>However, there needs to be more controls to limit the amount of hard surface area such as by using permeable concrete or other means to enable rainwater to enter the ground rather than run off it and to limit the portion of properties that can be covered in hard surfaces. It may even be that on-site rainwater detention features are required to attenuate peak stormwater flows.</p> <p>Additionally, stormwater has to be discharged somewhere and given that that is most likely to be</p>	<p>I request the PNCC limit the amount of stormwater being generated from the area by:</p> <p>Imposing requirements that limit the proportion of private properties that are covered by impermeable surfaces. It may even be that on-site rainwater detention features are required to attenuate peak stormwater flows.</p> <p>Requiring rain gardens and similar features to the fullest extent possible to treat and attenuate stormwater flow from public areas.</p> <p>Requiring detention ponds in the gullies to attenuate water flow and detain sediment.</p>

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				into the gullies and ultimately largely into the Moonshine Valley stream then adequate sediment detention and flow attenuation facilities should be incorporated into any design.	
S49 Gill Welch	S49.004	General - Stormwater, erosion and flooding	Oppose	<p>The gully that is on my neighbour's property has already suffered substantial and sustained damage due to the subdivision already in place. My neighbour's land is deteriorating due to the abnormal amount of water running off the subdivision and down the gully carving out massive erosions and bank collapses, and no one has shown any concern to the damage being caused to someone else's property. Other land on Moonshine is also suffering the same fate.</p> <p>I believed that the council had an obligation to ensure that no new subdivision should have a detrimental effect on an existing one, this certainly has not been adhered to concerning my neighbour's property, and I see the same thing continuing with these council proposals.</p>	Re-design in coordination/sympathy with views of affected Moonshine Valley residents.
S49 Gill Welch	S49.005	General - Stormwater, erosion and flooding	Oppose	<p>The proposals of ponds or some sort of stormwater retention on my border is of huge concern to us, given the damage explained and observed and "Ignored" in my previous paragraphs.</p> <p>We have zero faith that the excess water produced and also the diverted natural water course due to this development will have no impact on our land. The land that we own bounding the subdivision is bone dry throughout all seasons, it has always been this way. We fear this will not be the case with this intensive housing on our borders.</p> <p>We also have large trees growing on this land. If our land does not retain its status quo then these large trees will become at risk. New water running onto our land or soaking into it because of this intensive development will undermine the tree roots and will increase the likelihood of them falling.</p>	Redesign in coordination/sympathy with views of affected Moonshine valley residents.

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S54 Barry Scott	S54.002	General - Stormwater, erosion and flooding	Oppose	<p>With climate change we are seeing a dramatic increase in both the intensity and frequency of flooding in the Manawatū and throughout New Zealand. When we moved to Moonshine Valley in 1994 the Mangaotane stream (Bryant's stream) would flood every two to three years. Now it floods several times each year with a dramatic increase in erosion of the banks and deposition of sediment in the stream. One only need to walk into the entrance of Moonshine Valley Reserve to see the huge impact of this increased flooding. This valley is a microcosm of what is happening in all the streams and tributaries that flow into the Manawatū River.</p> <p>The increased sedimentation in the last few years has been exacerbated by the housing developments occurring on the surrounding land that drains through gullies into Mangaotane stream. The stream has Koura (freshwater crayfish), Kakahi (freshwater mussels), Giant Kokopu and Longfin eel.</p> <p>My greatest concern with the proposed Aokautere Urban Growth Plan is the impact of storm water run-off into Moonshine Valley Special Area and the impact on the land and the stream. Urban development brings with it a significant increase in concrete and asphalt surfaces with increased water run-off in storm events. While the proposed plan includes mitigation strategies these seem seriously inadequate.</p>	<p>Section boundaries should be at least 15 m back from the edge of the gullies as in the Turitea Valley not 5 m.</p> <p>The proposed ponds to capture the water appear to be too few and not large enough in size to really capture large volumes of water in storm events</p> <p>The size of sections close to the edge of the gullies is too small.</p> <p>Land overlooking Moonshine Valley should be retained as Rural-Residential zoning.</p>
S55 Christine Scott	S55.002	General - Stormwater, erosion and flooding	Oppose	<p>My main concern with the proposed 1000 plus housing development is the huge number of homes crammed into the area with a resulting increase in water runoff into the gullies. There does not seem to be any proposal to link storm water to the existing city storm water system. Ground area into which rainwater can be absorbed will be significantly decreased. If, for arguments sake, the area covered by houses, driveways, streets etc, covers 25% of the proposed development area (a</p>	<p>A change in size and number of sections to be included in this subdivision.</p>

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				<p>very conservative estimate), this must result in approximately 25% increase in the amount of water running down into the gullies. The gullies may be able to handle this under a normal rain fall but increasingly, with climate change, rain events are becoming much more extreme with huge increases in volumes of water discharged down the gullies and into the Moonshine valley stream. In the past month we have had 3 Moonshine valley floods where water has covered the bottom of our section, flowed through our chook house and water covering our little bridge (which is approx. 1.5m above the level of the stream) by half a metre. We have lived here 25 years and until the last 2 or 3 years we have had less than half a dozen floods go over our land and prior to this year we have only had water go through our chook house 2 or 3 times.</p> <p>This last year has also seen a big increase in the amount of slumping and slips along the Moonshine Valley stream with a huge slip coming down in the Moonshine Reserve opposite our property. A few years ago it was easy to walk up the Moonshine Reserve, jumping the stream as it wound its way down but this has now been eroded away making it very difficult to cross each bend in the stream, plus there has been a huge slip come down on the right not far from the entrance to the reserve. The edge of the Moonshine Stream has slumped badly in the Tutukiwi Reserve resulting in closure of the road into the carpark plus there have been large hunks of the bank removed in the grass reserve. There has also been a huge increase in the amount of silt come down the creek with all the housing that has gone in off Pacific Drive. Putting in ponds will have little effect in heavy rainfall events.</p> <p>The increase in housing off Pacific Drive is minor compared to what is proposed in this current 'Urban Growth Plan'. Yet we are already seeing the impact of the development that has occurred over the last</p>	

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				2-3 years. It is of great concern that the impact of the proposed development will be even greater, having a substantial negative impact on properties bordering the Moonshine stream and the gullies that run into Moonshine Valley.	
S60 Horizons Regional Council	S60.002	General - Stormwater, erosion and flooding	Support in part	<p>There are a number of waterways, ephemerals and overland flow paths within this area. Palmerston North City Rapid 0.5% (1 in 200 year) Annual Exceedance Probability flood modelling has been undertaken to indicate water depths. As the flood modelling is Palmerston North City Council's (PNCC's) information and not that of Horizons, we cannot comment on its accuracy with respect to the flood risk. However, we note that the modelling shows that most of the modelled flood risk is within or near the waterways and within the gully system.</p> <p>Horizons One Plan Policy 9-2 (Development in areas prone to flooding) generally discourages new habitable buildings or extensions to existing habitable buildings in areas that are likely to be inundated during a 0.5% AEP (1 in 200 year) flood event. However, where flood hazard avoidance can be achieved the activity may occur. Where the flood hazard cannot be avoided, Policy 9-2 states that the risk must be mitigated.</p>	Horizons seeks provision for flood management that gives effect to One Plan Policy 9-2.
S65 Steve Welch	S65.003	General - Stormwater, erosion and flooding	Oppose	<p>Adoption of storm water storage tanks/ponds as a strategy to minimise changes to existing natural water flow through and across the land is of great concern. There is not enough information provided on the actual size or design of these for me to be able to fully understand the strategy.</p> <p>What is obvious though is that the building work and the ponds will change the water table and the flow at the gull edges and any well thought out plan is reliant upon strict adherence by the developer, something that has not happened in the nearby developments so far. It is fact that the development so far has adversely affected Moonshine Valley streams and flora. It is obvious too that the ponds</p>	<p>Oppose:</p> <p>Adoption of storm water storage tanks as a strategy to minimise changes to existing natural water flow through and across the land.</p> <p>Storm water storage tank positioning.</p>

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				will present a risk of busting/leaking and they are being positioned so that any such unexpected flow will be down the gully sides of Moonshine Valley Road properties. This just seems stupid.	
S65 Steve Welch	S65.005	General - Stormwater, erosion and flooding	Oppose	My own property will be deeply affected by the current PCG. There will be a pond on the corner of our property immediately uphill from our stand of 40yr old pines, gums, redwood, and cherry trees. This ground here is very dry and the trees provide excellent shelter from southerlies. The root masses of these trees will be affected by change in either wetter or dryer condition caused by the pond and building drainage.	Oppose - the impact upon my own property. Consult more personally and proactively with affected property owners and redesign plans along the Moonshine Valley boundary.
S80 Elizabeth Fisher	S80.001	General - Stormwater, erosion and flooding	Oppose	<p>Excessive Subdivision on the 'farmland' presents significant increase in the amount of stormwater and runoff onto my land. The impermeable footprint from dwellings, roading, individual residents concreting their sections causing more runoff to gather in large amounts, as it cannot be absorbed naturally into the already saturated and greatly reduced natural land footprint, thus causing flooding, erosion, slips and comprising hillsides and gullies on my land.</p> <p>I have three major gullies on my land which carry large amounts of runoff which is manageable at present. The extra volumes of water from the Multi Unit Residential Housing footprint will naturally run down gullies and hillsides into my ponds and Tutukiwi ponds quickly filling them flooding onto my road as well as undermining the Tutukiwi stream banks of which part my road sits above.</p> <p>Historically, slopes are prone to slip on this side of the valley. Instability of the hillsides along with the vibrations from traffic and earthquakes through the earth substructure are concerning regarding the Retention Ponds. These can easily rupture releasing tons and tons of water down the gullies onto the land, ponds and stream below.</p>	<p>My recommendations are:</p> <p>Not to build multi unit residential housing along Moonshine Valleys boundary.</p> <p>The subdivision of this farmland be restricted to a minimum of 1 ha. to act as a transition area from the small sections of Woodgate to the Special Character designated area of Moonshine Valley.</p> <p>That the dwellings be setback at least 15 meters from the boundary as has been the rule in Turitea Valley which we don't have in this proposal and they (Turitea) don't have the Special Character Designation. Yet we are both part of the 'Green Belt'.</p> <p>These recommendations would help protect our land, the indigenous vegetation, robust aquatic habitat, bird and animal populations from light/noise pollution, especially our abundant nocturnal wildlife.</p>

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				Endangering the aquatic life the valley residents have nurtured for many years.	
S90 Colin Perrin	S90.002	General - Stormwater, erosion and flooding	Oppose	<p>Storm water from the impermeable footprints of these dwellings and roads. Also any concreting on the sections which Council say will be restricted but they do not police it.</p> <p>Mitigation: Council have a 5m setback from the Valley boundary which they reckon will be sufficient to protect the slopes...NO. That, if anything, will aggravate the instability of the slopes and cause more slips. Already some slips and lots of historical ones all along that side. 5m is just too small.</p> <p>Council are putting in retention ponds to collect all the storm water off the developments. Sited at intervals along the top of the slopes. These are to enable constant and gentle release of water. By midwinter they will be full and any rain event after that will cause flooding straight down the slopes. More instability and erosion. In addition will only take a good earthquake shake to damage these ponds, if not destroy them, and down comes a large volume of water all in one go.</p> <p>We have noticed more water in roadside drains and streams over the last couple of years and with global warming there will be more impact.</p>	<p>Setback of dwellings at least 15m from boundary as has been ruled for buildings overlooking Turitea Valley.</p> <p>Subdivision of this farmland be restricted to a minimum of 1ha to act as a transition area from the small sections of Woodgate to the Special Character area of Moonshine Valley.</p> <p>Setback and minimum 1 ha sections will help with storm water and visual impact.</p>
S92 Tracey Yung	S92.002	General - Stormwater, erosion and flooding	Oppose	<p>Stormwater run off.</p> <p>Our section is already experiencing more flow down our hill, this water is already affecting our section. This is going to multiply tenfold once intensive development kicks in. I have read your reports and don't believe you have the solutions in place to rectify this. This is a big concern. What happens if the development does go ahead and the water collection points get full. I believe this will overflow into our sections and into the reserves we have on either side of us.</p>	I would like additional work done on water management. I want a guarantee that properties and reserves will NOT be adversely affected by the development.

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S97 Manawatū Branch of Forest & Bird	S97.002	General - Stormwater, erosion and flooding	Support in part	We have significant concerns about the volume of sediment that will be produced during site preparation.	We ask for more to be done to prevent this (e.g., working in very small sections at any one time to minimise exposed soil, and constructing more wetlands and stormwater retention systems (and other strategies) well before development starts so stormwater and sediment can be dealt with before any increases occur.
S97 Manawatū Branch of Forest & Bird	S97.003	General - Stormwater, erosion and flooding	Support in part	Additional stormwater flow into the area, and particularly to Moonshine Valley, due to the large housing development area. Strong and clear provisions are required to prevent this occurring.	<p>We would expect hydraulic neutrality, therefore we ask that water sensitive design and nature-based solutions be used to address potential issues if the plan change is approved. These should be requirements of the plan change and should exist as conditions on the resource consent. That would mean:</p> <p>Houses must have stormwater retention tanks, and that water should be accessible for garden-watering/emergency use (not just as surge tanks).</p> <p>Impermeable surfaces should be minimised (and limits put on this at a %per site and % across suburb level).</p> <p>Raingardens should be required on berms and in a proportion of gardens (rather than just grass). These should use native plant species.</p> <p>Porous paving should be used in driveways and wherever else possible.</p> <p>Other mechanisms such as infiltration trenches, sandfilters, settlement traps, tanks, ponds, and green roofs should be considered.</p> <p>Wetlands should be constructed in addition to those that are already present (if any are present).</p> <p>The width of river corridors should be maintained (i.e. rivers should not be 'stabilised' or channelised), and buffers increased. Development in or around the</p>

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					floodplain/zone of any streams should be prohibited. All stormwater drains should be clearly labelled "flows to river and sea"(or something similar). Rubbish capture devices and filters should also be used where possible. Carwashing on the street/driveways (or anywhere water may drain to stormwater) should be prohibited in this suburb.
S97 Manawatū Branch of Forest & Bird	S97.004	General - Stormwater, erosion and flooding	Support in part	Additional stormwater flow into the area, and particularly to Moonshine Valley, due to the large housing development area. Strong and clear provisions are required to prevent this occurring.	Additional monitoring and requirements should be used to proactively improve water quality and river habitat, rather than monitoring and waiting for degradation to occur.
S97 Manawatū Branch of Forest & Bird	S97.005	General - Stormwater, erosion and flooding	Support in part	We note there is an assessment of the stormwater plan against the Horizons One- Plan and the draft plan change, but there is no assessment against the NPSFM (2020) and the idea of Te Mana o te Wai, and no assessment against the PNCC stormwater bylaw, which was recently updated (last year) to recognise Te Mana o Te Wai.	This assessment needs to be done.
S98 Sara Burgess	S98.003	General - Stormwater, erosion and flooding	Oppose	Storm water will increase and will run off and damage the waterways and gullies around Moonshine Valley. Erosion and slips is already evident since development on the hill in both Tutukiwi Reserve and the smaller Moonshine Valley Reserve.	I would prefer no additional housing to go above Moonshine Valley Road. However, at a minimum the proposal should have dwellings setback at least 15m from the edge of the hill overlooking Moonshine Valley (as already done in Turitea Valley), with a minimum subdivision of 1ha to transition from residential to small lifestyle blocks found in Moonshine Valley.
S2 Mark Currin	S2.002	General - Traffic and transport	Oppose	My family and I am opposed to any widespread development in Aokautere and in particular, the proposed changes to the Adderstone area/Pacific Drive. There is already traffic congestion in the Summerhill area.	I seek the council to decline authorising any widespread development for the reasons I have already set out. Certainly, no significant development should proceed without first building a new bridge across the Manawatū River as there is already far too much traffic on the

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					Fitzherbert Avenue route during rush hours.
S4 Audrey Shepherd	S4.002	General - Traffic and transport	Oppose	I would like to express my concern about the proposed pedestrian crossing of SH57 between Cashmere Drive and Johnston Drive. This piece of road has significant visibility issues and a pedestrian crossing would complicate an already difficult drive.	Maybe a tunnel under the road would be safer.
S4 Audrey Shepherd	S4.003	General - Traffic and transport	Not Stated	The corner of SH57 and Cashmere Drive is quite difficult. There is poor visibility when moving out of Cashmere Drive onto SH57 and there is no right turning bay when driving from Ashhurst.	[No specific relief sought]
S6 Jessica Somerton	S6.002	General - Traffic and transport	Support in part	This is a busy intersection and with the continued growth, it will become dangerous.	I would like to Council to consider a roundabout at the intersection of Summerhill Drive (SH57) and Old West Road. I support the pedestrian crossing to be created. It would be good if the speed limit could be reduced in this stretch of road.
S7 Alan Smeaton	S7.002	General - Traffic and transport	Support in part	Looking at the wider picture of development, it will be good to have all the additional housing as proposed, however I am concerned about Aokautere and Summerhill Drives and the increased traffic carried on these roads.	I would like to see a roundabout at the Old W Road junction, because for many residents in Greenwood and Jasmine Places it is very hard, particularly at busy times of the day, to turn right into Summerhill Drive. Having a roundabout would present an option for people to turn left and go right around the roundabout before heading into the city.
S8 Warren Sara	S8.001	General - Traffic and transport	Not Stated	The area already struggles as it is with traffic without putting hundreds more sections up there. Yes, you will have to look at state highway 57 etc etc but at the end of the day its all going to bottle neck at a bridge over the river that is way inadequate.	[No specific relief sought]
S10 Stephen & Carole Sorsby	S10.001	General - Traffic and transport	Oppose	The proposal [Section 32 Report] states that following the initial development of Pacific Drive, developers were allowed to continue development without an overarching plan, the only constraints	That the request to change to the District Plan G: Aokautere Urban growth be declined. That a traffic management plan is developed and approved that provides alternative

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				<p>apparently being the land restrained for services, parks or reserves. The consequences of this, again clearly stated in the document, has been a disconnected neighbourhood with almost all traffic entering or leaving the development through Pacific Drive.</p> <p>Those living on Pacific Drive, closer to state highway 57, including IPU which straddles Pacific Drive, now have to endure the increasing noise and inconvenience as a relative quiet, short suburban road has become a highway. Bear in mind that when the original houses were built double-glazing was not mandatory meaning that those who built with living areas to the front of their property are now seriously impacted.</p> <p>It is evident from the proposal that the absence of a district plan over the past 15-20 years now limits what the planners are able to achieve in terms of a logical traffic plan that would dilute traffic flows around the development. Consequently, they plan to manage traffic through "junction upgrades "along Pacific Drive adding to the noise and inconvenience of the existing residents.</p>	<p>routes onto SH57, reducing the flow on to Pacific Drive from those areas currently under development.</p>
S10 Stephen & Carole Sorsby	S10.002	General - Traffic and transport	Oppose	<p>The proposal [Section 32 Report] states that following the initial development of Pacific Drive, developers were allowed to continue development without an overarching plan, the only constraints apparently being the land restrained for services, parks or reserves.</p> <p>The consequences of this, again clearly stated in the document, has been a disconnected neighbourhood with no managed traffic flows and almost all traffic entering or leaving the development through Pacific Drive. This was not clear to purchasers when initial consents were granted. Those living on Pacific Drive, closer to state highway 57, including IPU which straddles Pacific Drive, now have to endure the increasing</p>	<p>That the request to change to the District Plan G: Aokautere Urban growth be declined. That a traffic management plan is developed and approved that provides alternative routes onto SH57, reducing the flow on to Pacific Drive from those areas currently under development.</p>

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				<p>inconvenience as a relative quiet, short suburban road has become a highway.</p> <p>It is evident from the proposal that the absence of a district plan over the past 15-20 years now limits what the planners are able to achieve in terms of a logical traffic plan that would dilute traffic flows around the development. Consequently, they plan to manage traffic through "junction upgrades "along Pacific Drive adding to the noise and inconvenience of the existing residents. Moreover, the additional traffic, is likely to be bunched together by the upgrades, increasing both waiting times and danger when entering onto SH57 which itself is carrying increasing traffic from the Tararua and Hawkes Bay districts.</p>	
S16 Brian Hewson	S16.002	General - Traffic and transport	Not Stated	<p>Intrigued as to whether a traffic plan has been incorporated into this proposal or whether it is an afterthought. I can see issues with traffic numbers exiting this area and significant impact on Tiritea Valley Road and Valley Views. There will also be impact for those in the Ruapehu Drive , Silkwood Place and Cashmere Drive areas attempting to exit and travel west along Aokautere Drive during busy morning periods. There will also be significantly more impact on motorists/cyclists attempting to exit Old West Road/SH57 onto Aokautere Drive to travel north/east.</p> <p>I am intrigued as to why Valley Views and Tiritea Valley Road were not included in the proposal given it is likely both of these rural residential areas will end up being high speed traffic routes for residents in the new residential areas.</p>	Provide more detail on the proposal and its impacts.
S16 Brian Hewson	S16.003	General - Traffic and transport	Not Stated		Fill in potholes as Palmerston North is now becoming known as Pothole Palmy and that will necessitate a change in branding.
S19 James Irwin	S19.001	General - Traffic and transport	Not Stated	Current active transport options into town from Aokautere leave room for improvement. The only road into town is not separated from the cycleway,	Please make clear how active (non-vehicular) transport will be incorporated into the plan, and please ensure that active

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				the speed limit is 60 kph, and it feels dangerous on a bike. This road will become busier with higher population density.	forms of transport are prioritised, as is set out in the council urban cycle network master plan. Please consider slowing down this traffic to 50kph. Please consider physical separation between a cycle lane and vehicular traffic. Please consider a cycleway that is completely separate from the main route for vehicles, for example connecting with the road to the Motu o Poutoa/Pork Chop Hill. There are already good walkways to town down gullies to town that are away from the road.
S22 Dennis Thomas	S22.002	General - Traffic and transport	Support in part	<p>The new shared pathway proposed for a section of SH57 will be of limited utility until the northbound cycle lane is sorted on Summerhill Drive near the coffee cart. The revisions to this part of Summerhill Drive have made cycling more dangerous than it was before (narrower traffic lane, and parked cars limiting visibility for those leaving the garden supplies depot).</p> <p>It is not reasonable to consider this Proposal in isolation when it has the potential to materially negatively impact the rest of Aokautere's / Fitzherbert's residents.</p>	<p>Do not approve the proposed zoning changes until the traffic (and cycling) interface with SH57 and Summerhill Drive are detailed.</p> <p>As the area is mostly flat, I'd like to see dedicated safe cycle and micro-transport routes, ideally off-road (shared) paths specifically incorporated in the designs, particularly from the major residential areas to the proposed village centre and SH57.</p>
S22 Dennis Thomas	S22.003	General - Traffic and transport	Support in part	<p>Regardless of the quality of the proposed suburb, at the end of the day it appears we are going to see at least twice as many vehicles entering SH57 as now, through the same roads as now. So for those of us who exit on to SH57 by the supermarket/IPC or down Summerhill Drive, it is only bad news. I also note the traffic lights proposed for SH57/Pacific Drive - these will obviously help those going to Palmerston North in the morning, but will be a traffic hindrance the other 23 hours in the day, and will be of no benefit to those of us downstream, including exiting the supermarket.</p>	<p>Do not approve the proposed zoning changes until measures have been put in place to accommodate the large increase in traffic that will flow down these roads, particularly in rush hours.</p> <p>It is not reasonable consider this Proposal in isolation when it has the potential to materially negatively impact the rest of Aokautere's / Fitzherbert's residents.</p>

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S22 Dennis Thomas	S22.007	General - Traffic and transport	Support in part		Probably not an issue for now, but I'm surprised to see a junction upgrade proposed for Abbey Rd/Pacific Drive, as the former seems no bigger than most suburban streets; and the junction upgrade at Johnstone Drive/Pacific Drive lends itself to a roundabout not lights, given the peak hour flow needs. Do not approve the proposed zoning changes until measures have been put in place to accommodate the large increase in traffic that will flow down these roads, particularly in rush hours. It is not reasonable consider this Proposal in isolation when it has the potential to materially negatively impact the rest of Aokautere's / Fitzherbert's residents.
S25 Shaun Henry	S25.001	General - Traffic and transport	Support in part	I support the plan change on the condition of an additional driving and cycling bridge. Having formally lived near Pacific Drive it is noticeable that the amount of time to get from Fitzherbert to the Ring Road has increased, especially with the speed zones lowered as you descend down the hill towards Fitzherbert Bridge. An additional bridge at the Kelvin Grove end of the City would be ideal in terms of aligning with the new Train Hub and meeting SHW 57 towards Te Ahu A Turanga. This would change the face of SHW 3 but would bring a better flow of traffic around the city and not through.	With the growth in the regional surroundings of Palmerston North district and the wider Manawatū, I suggest the need for an additional bridge across the Manawatū Awa, with the focus on high technical infrastructure to meet the demand of the Te Ahu A Turanga - Manawatū Tararua Highway. An additional bridge at the Kelvin Grove end of the City would be ideal. As the proposed suburb comes to a cross road with the State Highway it is important we focus our spending on both "slower roads" but at the same time roads that are able to carry the significant flow of increased traffic once Te Ahu A Turanga opens to the public.
S26 Maher Fuad	S26.001	General - Traffic and transport	Oppose		Second crossing over the river.
S27 Linda Rowan	S27.003	General - Traffic and transport	Oppose	I am concerned that there does not seem to be an adequate infrastructure development plan connected to the proposal for increased intensification of housing. How is it proposed that	That an infrastructure plan including traffic density and flow to address the increased population on the eastern side of the city (Summerhill-Aokautere) be required as part

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				<p>residents will move between the development and Palmerston North? Currently the traffic density on main routes in the Summerhill area and the road surface conditions can not support an increase in traffic. The congestion on the sole traffic bridge will be back to the conditions of 1990s-2000s. In the event of a major natural disaster there will be no access to/from essential services.</p>	<p>of the change.</p>
S28 Robyn Johnston	S28.001	General - Traffic and transport	Not Stated	<p>I understand that PNCC does not have direct control of public transport. However, public transport and active transport links to central Palmerston North, Massey and the Fitzherbert science centres need to be in place before there is further development in Aokautere. Many Aokautere residents will work or study in these locations. Current transport options, other than private vehicles, are unsafe or inconvenient.</p> <p>Summerhill Drive is already choked with traffic in the morning and evenings. Without serious improvements in alternative transport, this situation will get substantially worse, with concomitant increases in CO2 emissions, air pollution and traffic noise. If Palmerston North continues to sprawl without proper transport infrastructure, it risks becoming a smaller Auckland.</p>	<p>An undertaking that further development in Aokautere does not commence until a robust alternative transport system is in place. A network that encompasses Turitea Road would be most effective, as there has been substantial residential growth there in recent years.</p> <p>Public transport and active transport links to central Palmerston North, Massey and the Fitzherbert science centres need to be in place before there is further development in Aokautere.</p>
S31 Ralph Sims	S31.002	General - Traffic and transport	Not Stated	<p>The Turitea Road is widely used for cycling, walking, dog walking, and horse riding, not just by locals but also by many city residents and visitors to the city. The Green Corridor runs along much of its length and it is part of the Te Araroa walkway route linking to Greens Road. Due to the close proximity to the city suburbs, many people travel to enjoy these facilities, observe the bird life etc. It therefore needs to be protected as a special recreational area of the city.</p> <p>In that regard, adding one or more new roads that connect to the proposed Plan Change G residential or rural- residential areas would be a retrograde step in maintaining its character.</p>	<p>Other than the existing Valley Views Road that gives access to dwellings in the existing rural-residential area, only footpaths and cycleways should be the links to the present and planned Summerhill area. Incorporate Turitea Road under the proposed Plan Change G as a road of aesthetic significance for recreational activities that need protecting with vehicle traffic minimised and slowed down for safety, noise and aesthetic reasons.</p> <p>To enhance the recreational facilities offered and to encourage more people to enjoy them, the maximum road speed should be reduced to 50 km/h with traffic calming</p>

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					measures imposed along its length.
S37 Lew Thompson	S37.002	General - Traffic and transport	Support in part		Another bridge over the Manawatū River should be thought about to handle the extra housing.
S40 Heather and Grant Morgan	S40.001	General - Traffic and transport	Not Stated	<p>With current building expansion in the new subdivisions of Johnston Drive, Pacific Drive area, traffic on Aokautere Drive and Summerhill Drive has increased significantly during peak hour traffic periods and around lunchtimes. New house residents' cars are being added all the time as new builds continue in Vaucluse Heights, Cashmere Drive and Woodgate Heights.</p> <p>It is increasingly difficult to get out from Ruapehu Drive and Summerhill Shopping Centre at times.</p> <p>We still only have one vehicle bridge crossing the Manawatū River at Fitzherbert. He Ara Kothai, the pedestrian and cyclists bridge that was recently built, did not include vehicle lanes. Traffic flows will increase on the Fitzherbert bridge with no alternative route for all the extra residential traffic. The only other vehicle crossing is near the Gorge and Ashhurst. Too far away to be a variable alternative for additional traffic.</p>	[No specific relief sought]
S54 Barry Scott	S54.004	General - Traffic and transport	Support in part	For those choosing to use a cycle as a transport option the increase in traffic will pose a greater risk to safety.	Reduction in number and size of sections in this subdivision.
S55 Christine Scott	S55.003	General - Traffic and transport	Oppose	Already it is becoming increasingly difficult to merge onto Aokautere Drive from Pacific Drive, Johnstone drive, Cashmere Drive, etc plus increasingly dangerous for cyclists. Plus there is only one bridge over the Manawatū River which services the Aokautere community.	More thought needs to be given to traffic management, cycle lanes and bus services.
S57 Sport Manawatū	S57.001	General - Traffic and transport	Oppose	The proposed development will increase traffic and risk to people using active transport. The recommended mitigation does not provide separated cycle lanes from a busy state highway	We seek amendments to the proposed development, namely that before the new development is started:

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				<p>and so will not reverse the current trend of declining numbers of cyclists. The recommendations to insert more roundabouts will further increase risk to cyclists as roundabouts are the most dangerous type of intersection for cyclists.</p> <p>The proposed development should not go ahead until there is construction of a separated cycling route connecting Johnstone Drive and Pacific Drive to Fitzherbert Bridge; and a school travel route to the new school (being planned for near to Peren Park). The new houses will generate more traffic and make this area even less attractive to people using active travel.</p> <p>Improved active-transport Infrastructure for the suburbs near Summerhill and Aokautere Drives is needed as numbers cycling in Palmerston North are declining despite Council aspirations to the contrary. The proposed increase in houses will just increase car traffic and reinforce existing barriers to less carbon-intensive transport unless Council decides to prioritise transport other than cars.</p> <p>Increasing bus frequency requires extra passengers - otherwise the buses are just adding to congestion. As the traffic assessment notes the usage of buses is unlikely to change without changes to parking but much of parking in Palmerston North is under private control and very cheap when compared to other cities.</p>	<p>A separated cycle route is developed that connects: Johnstone Drive with Pacific Drive (shared path as proposed) Separated cycle for Pacific Drive (only a painted lane proposed) Separated path from Pacific Drive to Fitzherbert Bridge No roundabouts built on cycle route. Infrastructure is developed to enable children to safely walk and cycle to the new school proposed for Peren Park (as we understand it is about to be built).</p>
S57 Sport Manawatu	S57.002	General - Traffic and transport	Oppose	<p>The planned provision for cyclists does not meet best practice guidelines. TCD Manual Part 5 will provide details regarding the widths required for wide and narrow transit lanes. In the interim, New Zealand best practice is to provide transit lanes wide enough for cyclists to ride adjacent to motor vehicles, i.e. 4.2 m or wider [see cited reference in original submission].</p> <p>But Urban Connector A only requires a space of 3.9</p>	<p>We agree with the Transportation Assessment that the new development should not go ahead until new active transport infrastructure is in place to provide safe access from this area to the CBD but believe infrastructure of a higher standard is required. Accordingly, we recommend a separated cycle route is developed that connects:</p>

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				<p>metres and limits the cycle lane to 1.8 metres wide. Urban Connector B provides 2.3 metres for the parked car but only 1.8 metres for the cyclists which is the NZTA "desirable minimum length" [see cited reference in submission] but is not good practice.</p> <p>Notes that Wellington requires a much wider space for car parks (and so wonder why much narrower widths are used in Palmerston North) - "Car parks on road reserve must be at least 3m wide and 6m long" [cites reference].</p> <p>The provision of a narrow cycle lane will not encourage more cyclists onto the road, as these roads are either busy or connect to a State Highway which is busy and so will only appeal to enthused and confident riders.</p> <p>The standard of cycle lanes needs to be more than a painted lane and a bit of space on the side of the road if more people are going to be encouraged to cycle [cites various references].</p>	<p>Johnstone Drive with Pacific Drive (shared path as proposed); Separated cycle for Pacific Drive (an upgrade from the painted proposed lane); Separated path from Pacific Drive to Fitzherbert Bridge; and No roundabouts built on cycle route.</p>
S57 Sport Manawatu	S57.004	General - Traffic and transport	Oppose	<p>Safety concerns: Building cycle lanes will not work if there remain dangerous parts on the cycle route. The Transportation Assessment reports finds 24 crashes in the last five years of which three involved cyclists (page 16). The Transportation report conflates active transport to work (page 22) which is not statistically valid as pedestrian and cyclist injury trends differ and no injury noted in the report involves a pedestrian.</p> <p>Analysis of the census and crash data indicates there is extra risk for cyclists [see original submission for details].</p> <p>These intersections will get busier and more complicated with the increasing traffic generated by new houses thereby increasing the real and perceived risk of cycling in this area. This will be</p>	<p>We agree with the Transportation Assessment that the new development should not go ahead until new active transport infrastructure is in place to provide safe access from this area to the CBD but believe infrastructure of a higher standard is required. Accordingly, we recommend a separated cycle route is developed that connects:</p> <p>Johnstone Drive with Pacific Drive (shared path as proposed); Separated cycle for Pacific Drive (an upgrade from the painted proposed lane); Separated path from Pacific Drive to Fitzherbert Bridge; and No roundabouts built on cycle route.</p>

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				<p>made worse when intersections are modified to make travel easier for cars (as extra lanes are built to accommodate greater traffic).</p> <p>NZTA guidance [ref in original submission] notes that roundabouts have the highest risk per cyclist.</p> <p>We therefore oppose any roundabouts being built on this route unless cyclists have a separated route to avoid the roundabout and that does not require more effort to use (as cyclists are lazy and will take the easiest route).</p> <p>Building active-travel infrastructure prior to the new development will save money. Creating a cycle route that attracts more users is likely to be expensive when the work changes existing infrastructure.</p>	
S57 Sport Manawatū	S57.005	General - Traffic and transport	Oppose	<p>New school transport infrastructure required</p> <p>The transportation assessment makes no mention of the new school that is to be built in Aokautere. With the extra traffic and high speeds of Aokautere and Summerhill Drives, it is unlikely that many if any children will walk, scooter or cycle to school. But traffic accessing Ruapehu Drive and the school will create further congestion and risk for pedestrians and cyclists. We therefore recommend that a new study is done to determine the impact of the new school on traffic and likely further impacts once the new subdivisions are in place.</p> <p>From a health perspective, it seems wrong that children are unable to safely walk to school but crossing roads with 60 and 70 km/h speed limits surely makes this impossible. We would recommend that the speed limit should be reduced to 30kmh (perhaps only at school-travel times) for crossings on Aokautere and Summerhill Drives where these enable children to get to school; and at</p>	Infrastructure is developed to enable children to safely walk and cycle to the new school proposed for Peren Park (as we understand it is about to be built).

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				the intersections of Ruapehu Drive with Aokautere and Summerhill Drives.	
S60 Horizons Regional Council	S60.007	General - Traffic and transport	Support in part	<p>Horizons One Plan Policy 3-7(c) provides direction to territorial authorities in regards to sustainable transport options: "Territorial Authority decisions and controls on subdivision and land use must ensure that sustainable transport options such as public transport, walking and cycling can be integrated into land use development".</p> <p>Parts of One Plan Policies 3-1, 3-2, 3-4 and 3-7 are included to give effect to parts of the Regional Land Transport Strategy 2021-2031 (RLTP), which seeks to protect the strategic transport network and create opportunity for the uptake of public transport options in the future. Horizons' comments on proposed provisions relating to transport networks, modes and safety are made in the context of the RLTP. The RLTP includes five regional objectives, of which the following are most applicable here:</p> <ul style="list-style-type: none"> - Transport users in the region have access to affordable transport choices that are attractive, viable and encourage multi-modal travel; - The transport network is safe for all users; - The impact of transport on the environment, and the transport system's vulnerability to climate change, is minimised; and - Transport and land use are integrated to support well connected communities that promote a strong regional economy and liveable region. <p>Provisions will need to align with the strategic direction of the RLTP, as well as the Regional Public Transport Plan (2022-2032). The RPTP includes six regional objectives of which the following are most applicable here:</p> <ul style="list-style-type: none"> - Provide high quality, safe and accessible public transport infrastructure and information that 	<p>Horizons Transport Team ask that in developing the Aokautere area, PNCC takes a greater consideration of public transport for the area. Horizons seek the inclusion of provisions that require the development layout to enable the safe movement of public transport.</p> <p>The location of infrastructure to enable public transport services should be strategically aligned with higher density areas and community facilities, including the neighbourhood centre.</p>

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				<p>supports an efficient and connected transport network, and multi- modal travel;</p> <ul style="list-style-type: none"> - Contribute to reductions in carbon emissions from transport and improving air quality through increased use of public transport and decarbonising the public transport fleet; and - Pursue improved, equitable access to public transport across the region. <p>As the Road Controlling Authority for Palmerston North, PNCC has an important role in supporting public transport in the city.</p>	
S60 Horizons Regional Council	S60.008	General - Traffic and transport	Support in part	<p>Horizons Transport Team would like to highlight that the recently completed review of the Palmerston North bus network includes a bus route operating down Pacific Drive, making use of the turnaround point on Atlantic Drive. During the review, it was also identified that the Aokautere Growth Area should be provided with a second bus route, to be introduced once the area is more developed. This second route would also provide improvements in coverage to residents along Ruapehu Drive and Summerhill Drive, which is not able to be properly serviced with a single bus route.</p> <p>A second bus route in the Aokautere area is not a matter of if there will be a service but when, with consideration for a second route to be include in future mid-term service reviews.</p> <p>The Transport Team are happy to continue working alongside officers on the infrastructure needs of a public transport network.</p>	<p>It important that all future developments consider for the provisioning of public transport, with consideration into the roading network being designed in such a way that it enables development of the public transport infrastructure. We ask that consideration is also given to supporting multi-modal connections to the public transport network, given that the 'first mile and last mile' of a passenger journey will usually require them to use another mode of travel such as walking or cycling.</p>
S64 Scott Knowles	S64.007	General - Traffic and transport	Support	<p>I see from PNCC materials that traffic movement through the Summerhill / Aokautere / Fitzherbert areas has had much research and deliberation. I hope it works.</p>	<p>Roading in and out of the suburb will be an issue for the 900+ new sections. I see from PNCC materials that traffic movement through the Summerhill / Aokautere / Fitzherbert areas has had much research and deliberation. I hope it works. Please keep your sights on a future where accommodating private cars isn't the first</p>

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					aim.
S66 Jessica Costall	S66.002	General - Traffic and transport	Oppose	<p>There is only one vehicle bridge crossing the Manawatū River within the current city limits and therefore there is only one key road leading between the CBD and Summerhill/Aokautere. Other river cities, notably Whanganui and Hamilton, have more bridges, and therefore have transportation networks that can cope better with new housing developments on either side of their rivers. Any increase in population on this side of the river will put a lot of extra traffic onto Summerhill Drive, the bridge and Fitzherbert Avenue. We have already seen a considerable increase in traffic along Summerhill Drive as a result of the new subdivisions around Johnstone Drive. People struggle to turn from side streets such as Ruapehu Drive, onto Summerhill Drive, especially if they need to make a right-hand turn. The Council needs to seriously consider installing traffic lights at these intersections.</p>	<p>Do not rezone such a large area for residential housing, unless the Council is also willing to:</p> <p>Create frequent express bus services between Aokautere and the CBD, and heavily subsidise their fares.</p> <p>Alter Summerhill Drive and other roads to improve pedestrian, cyclist and vehicle safety - by installing traffic lights at intersections such as where Ruapehu Drive joins Summerhill Drive, reducing speed limit to 50km/hr, improving pedestrian crossings, establishing a median strip for vehicles turning right off Summerhill Drive (this is not in place for residents of Springdale Grove/Heathcote Place, for example), and creating a physically separated cycle lane.</p> <p>Other roads will also need to be improved to accommodate higher traffic flow, for example, where traffic from Summerhill merges from the overpass onto Tennent Drive just before the bridge, and the short road linking downhill Summerhill traffic to Atawhai and Massey.</p> <p>Commit to establishing a second vehicle and pedestrian bridge across the Manawatū River in the vicinity of Aokautere.</p> <p>Investigate whether housing needs could be met within the inner city - there are lots of vacant commercial buildings not being used and falling into disrepair, for example.</p>
S66 Jessica Costall	S66.003	General - Traffic and transport	Oppose	<p>There are insufficient schools on this side of the river. While the Ministry of Education may build a new school in Summerhill in the future, this is unlikely to provide unmet needs for all levels of schooling - i.e., a new primary school may be built</p>	<p>Do not rezone such a large area for residential housing, unless the Council is also willing to:</p>

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				but it is unlikely an additional secondary school would be established. This will again, lead to traffic congestion along Summerhill Drive, particularly at peak times.	Alter Summerhill Drive and other roads to improve pedestrian, cyclist and vehicle safety - by installing traffic lights at intersections such as where Ruapehu Drive joins Summerhill Drive, reducing speed limit to 50km/hr, improving pedestrian crossings, establishing a median strip for vehicles turning right off Summerhill Drive (this is not in place for residents of Springdale Grove/Heathcote Place, for example), and creating a physically separated cycle lane. Other roads will also need to be improved to accommodate higher traffic flow, for example, where traffic from Summerhill merges from the overpass onto Tennent Drive just before the bridge, and the short road linking downhill Summerhill traffic to Atawhai and Massey. Commit to establishing a second vehicle and pedestrian bridge across the Manawatū River in the vicinity of Aokautere.
S66 Jessica Costall	S66.004	General - Traffic and transport	Oppose	The existing public transport options are not frequent or fast enough to entice users. Express bus shuttles that go between the CBD and Aokautere may go some way to alleviating traffic, but only if services are frequent, reliable, and cheap - otherwise commuters will stick with the convenience of their own private vehicles.	Do not rezone such a large area for residential housing, unless the Council is also willing to create frequent express bus services between Aokautere and the CBD, and heavily subsidise their fares.
S66 Jessica Costall	S66.005	General - Traffic and transport	Oppose	One of the major attractions of the Summerhill suburb is the rich network of walking paths and the planted gully network. But pedestrian safety will be compromised by an increase in traffic along Summerhill Drive. Pedestrian crossings need to be made safer, perhaps with traffic lights or even walkways that go above the road. I am in favour of extending a footpath on the Adderstone Reserve side of Summerhill Drive, connecting residents of the new subdivisions with the shopping centre.	Do not rezone such a large area for residential housing, unless the Council is also willing to: Alter Summerhill Drive and other roads to improve pedestrian, cyclist and vehicle safety - by installing traffic lights at intersections such as where Ruapehu Drive joins Summerhill Drive, reducing speed limit to 50km/hr, improving pedestrian crossings, ...and creating a physically separated cycle lane.

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					Commit to establishing a second vehicle and pedestrian bridge across the Manawatū River in the vicinity of Aokautere.
S68 Russell Poole	S68.002	General - Traffic and transport	Support in part	<p>The proposal to create access into the suburb from Turitea Road:</p> <p>Resilience, particularly in an emergency, will be gained by the provision of this alternative route, which does not rely on Pacific Drive. At the same time, the proposed connections to the suburb from Turitea Road appear somewhat tortuous, to judge from the map. There will also be a bottle-neck where traffic has to exit on to Old West Road (westwards) or Turitea Road (eastwards), the latter followed by a second bottleneck into Summerhill Drive. These factors mean that predictably in practice most drivers will prefer Pacific Drive, as a wide relatively straight route. As a result, traffic volumes on that route will not be materially reduced. Traffic volumes are not high at present, but we can expect them to increase markedly as the area becomes more built up. The same may apply to Turitea Road in due course.</p>	[No specific relief sought]
S69 Karen Lyons	S69.001	General - Traffic and transport	Oppose	I do not support the plan as it stands. Yes, we do need more houses as the population grows, but there needs to be more thought put into the plan. There is no or very little public transport, so emissions from cars will increase. Even with more amenities in the area children will still need to get to school/sport/after school activities. People will have to commute into town. One estimate has an extra 8000 car trips per day to Aokaurere Drive.	That the plan to build in Aokautere is delayed until Palmerston North has a more cohesive plan to reduce emissions and take the climate crisis into account when looking at how the city could grow.
S79 Rob Campbell	S79.001	General - Traffic and transport	Support in part	<p>I am not in favour of extending Abby Road through to Johnstone drive. This link will affect the natural aspect of the existing gully over/through which this road will pass.</p> <p>As a general rule I would prefer that we work with the natural features in this area rather than amend them. The potential for damage to the gully</p>	Amend the proposal by removing the proposed extension of Abby Road to Johnstone Drive. I would prefer that Abby Road be marginally widened (which I believe is possible) and that the connection with Pacific Drive be amended to include a roundabout, to ensure reasonable traffic flow.

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				<p>environment from motorised traffic at any level is something that I believe we should avoid.</p> <p>The road will potentially benefit a limited number of households, by allowing them to exit onto SH57 via either Pacific Drive or Johnstone Drive. I accept that the proposed changes to the Adderstone Reserve (which as an aside I support) will increase this number to an extent but regardless the maximum number of residents likely to benefit will be fixed and not particularly significant.</p>	<p>I support the proposal to put traffic signals at the Pacific Drive/SH 57 intersection. I would however like to see a roundabout considered at the intersection of Johnstone Drive and SH 57, to assist traffic flow from this major artery.</p>
S81 Steve Rowe	S81.001	General - Traffic and transport	Oppose	<p>The elephant in the room is that there is only one bridge over the Manawatū River.</p> <p>I have lived on the Aokautere side of the river and everything you need to do, you have to come over the Fitzherbert bridge into town. This bridge is already too congested with existing traffic, it will not handle cars from another 1000 sections. If this proposal is allowed to go ahead, residents on the Aokautere side will soon be demanding a second bridge as it will be needed to handle the increase traffic.</p> <p>Who will pay for this bridge? The PNCC can not afford to pay for another bridge at a cost of \$100 million plus. I believe the council has hundreds of millions of dollars to find in the next 10 - 15 years for other infrastructure up grades that it does not know where it is coming from apart from huge rate increases. PNCC rate payers have no money for a second bridge.</p> <p>I will only support this development if the property owner/developer is levied on each section for a bridge contribution. The starting rate should be \$50,000 per section for a bridge levy. 1000 sections would produce \$50,000,000 bridge fund to the future. If this makes this development uneconomic, so be it.</p> <p>I don't believe it good enough for somebody to land</p>	<p>Only allow this proposal to go ahead if a substantial dedicated bridge levy of \$50,000 per section is applied to any new section on the Aokautere side. This not only includes this proposed rezoning, but any other subdivision on the eastern side of the Manawatū River.</p>

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				bank farmland, convince council to change the zoning, and walk away with \$50 million tax free, and then leave the mess behind for the rate payers to fund.	
S82 Craig Hindle	S82.002	General - Traffic and transport	Oppose	There will be an increase in vehicles and congestion as an infrastructure plan is not supplied.	Withdrawal of the proposed plans and continued protection of the areas within the proposals.
S87 Ashok Poduval	S87.001	General - Traffic and transport	Support in part	The road infrastructure upgrades need to be completed first before any development consents are given. If development progresses without these road infrastructure upgrades, there is a greater risk of accidents and compromise of road safety. Even currently, entry and exit from Pacific Drive onto Aokautere Drive during office hours is stressful and risky as the speed limit is 70 Kmph.	<p>Junction of Pacific Drive and Aokautere Drive should be a roundabout and not a signal. A traffic signal will lead to greater traffic hold ups as it is a three-way intersection and not a four way intersection, so the sequencing of lights will favour traffic along /Aokautere Drive/SH57. A roundabout should suffice from a safety perspective and will assist smoother flow of traffic.</p> <p>The current speed limit on Summerhill Drive is 60 Kmph until the intersection with SH57, after which it is 70 Kmph. The speed limit should be reduced to 50 Kmph along Summerhill Drive, Aokautere Drive /SH57 until the intersection with Johnstone Drive.</p> <p>Entry onto Aokautere Drive /SH57 from Silkwood Place and Cashmere Drive should be via a STOP sign.</p> <p>There needs to be a roundabout and not a signal at the intersection of SH57 and Johnstone Drive for the reasons stated in (1) above.</p> <p>There is no requirement for a roundabout at the intersection of Johnstone Drive and Pacific Drive. Most residents of Johnstone Drive exit through SH57 and not through Pacific Drive onto SH57 during office hours. A STOP sign at the intersection of Johnstone Drive & Pacific Drive will be sufficient.</p> <p>The current cul-de-sacs need to be preserved as residents have built/purchased property based on these roads being cul-de-sacs.</p>

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S90 Colin Perrin	S90.004	General - Traffic and transport	Oppose		With the proposed new housing and the already congested intersections, i.e. Summerhill and Old West road, please consider mitigation i.e. roundabout or similar.
S92 Tracey Yung	S92.004	General - Traffic and transport	Oppose	I am hugely concerned about how on earth our road system up here will cope with all the additional traffic. Our roads are substandard, there is no room to expand them to add extra lanes, and the bottle neck at the bottom of Summerhill Drive is going to be crazy.	I would like a bridge from Staces Road across to the bottom of Kelvin Grove. It has been discussed many times in the past. I believe this will hugely help traffic congestion.
S94 Gert Starker	S94.001	General - Traffic and transport	Support in part	Support the plans, but this will significantly increase the traffic coming down Summerhill Drive to Palmerston North central, especially at peak traffic flow times. It already is a busy road at peak times.	I request that this junction (Summerhill Drive, Ruapehu Drive, Mountain View Road) be upgraded to a roundabout.
S95 Anna Berka	S95.002	General - Traffic and transport	Neutral	<p>This urban plan sits at odds with New Zealand country's climate commitments, which require radical shift towards active transport facilitated by compact and intelligent urban design, in which key work and service destinations are no more than 15 minutes walking or cycling from the home.</p> <p>Along this line of thought, the plan:</p> <ul style="list-style-type: none"> - Fails to acknowledge existing cycling behaviour from the Aokautere area to Massey and into town. Most cyclists commuting to school or work will take either Cashmere Drive - Cliff Road, or they may take Ruapehu Drive and join Summerhill Drive on its descent to the bridge, because it is far safer and shorter than cycling along Aokautere/Summerhill Drive. It is important to note that Aokautere Dr/Summerhill Drive is in its current form absolutely not considered a safe travel route for cyclists, because of proximity of vehicles, speeding, glass and car parts on the roadside, and will remain so unless you build in a cycle path that is physically separated from vehicles using the main road. 	Whether you will reallocate the dedicated cycling route from Aokautere/Summerhill Drive to interior routes via Ruapehu Drive and Cashmere/Cliff Road and amend your plans to improve these cycleways accordingly.

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				<p>If your intention is increase cycling uptake, and make it accessible to parents with children, which the PNCC climate strategy would necessitate - it may make more sense to make these interior routes dedicated cycling routes, removing the blockade at the end of the Cliff Road which currently forces cyclists to dismount and walk through it. The proposal to convert Ruapehu/Summerhill Drive intersection into a left in left out only intersection will only add to cyclists' frustration. It is currently very difficult to get on to Summerhill Drive during peak traffic.</p>	
S95 Anna Berka	S95.003	General - Traffic and transport	Neutral	<p>This urban plan sits at odds with New Zealand country's climate commitments, which require radical shift towards active transport facilitated by compact and intelligent urban design, in which key work and service destinations are no more than 15 minutes walking or cycling from the home. Given that low emission urban planning regulations are on our doorstep, and likely to necessarily be part and parcel of urban design throughout the country within the next 5 years or so - and that this as you know comes far too late as it is - and given that PNCC have at least two staff members whose entire job description to ensure we get this right - I find this very disappointing. This housing development is an opportunity to 'do it right' and put Palmy on the map with regards to best practice. This housing development will be with us indefinitely, and any future structural redesign or retrofitting will come with a hefty price tag.</p> <p>Along this line of thought, the plan:</p> <ul style="list-style-type: none"> - Is not centred around an integrated plan for non-motorised transport that considers how public transportation, walking, biking and public transit will work together to enable residents to easily access key school, work and service destinations. - Makes virtually no attempt to reduce private 	Clarification as to how this development will affect the PN Climate Strategy and aligns with the National Emission Reduction Plan.

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				vehicle use (though urban layout, efficient public transport networks, and transport demand management).	
S101 Paul Hewitt	S101.004	General - Traffic and transport	Support in part		Better footpaths are needed on main roads from the CBD to this suburb. Summerhill Drive urgently needs a footpath on both sides of the road as does Aokautere Drive.
S101 Paul Hewitt	S101.006	General - Traffic and transport	Support in part	<p>Some of the roading proposals need a rethink.</p> <p>Summerhill Drive and Aokautere Drive are only two lane roads. These roads will at some point reach capacity. Aokautere Drive is already a through state highway and will in due course become part of the urban ring road.</p>	<p>Some of the roading proposals need a rethink. For example, it is unrealistic to consider left turns only at one end of Ruapehu Drive. If implemented it would create a nightmare scenario for shoppers at the existing shopping centre and a large number of residents living in Ruapehu Drive, Cashmere Dive Kilkenny etc.</p> <p>There needs to be provision made to upgrade these roads [Summerhill Drive and Aokautere Drive] to become four lane roads. There needs to be provision to provide a bypass for the State Highway, like is being planned at Levin. Once residential development has occurred adding an alternative corridor will become exceedingly difficult.</p>
S107 Prabandha Samal	S107.003	General - Traffic and transport	Oppose	The current levels of traffic on the roads around Aokautere is already so heavy that its leading to high wear and tear, resulting in lots of potholes, unevenness, overall poor road quality compromising safety on roads, increasing maintenance of cars, and impacting on environment and sustainability.	[No specific relief sought]
S9 Karen Wilton	S9.001	Section 32 Report - Summary of Proposals	Support	<p>I am supportive of the Aokautere development proposal - it's a great idea to make good use of this lovely part of the region and hopefully at the same time take the pressure off the existing city and overdevelopment there.</p> <p>Care needs to be taken to ensure mixed</p>	Commit to a strategic and systematic growth plan rather than haphazard development - e.g. ensure that the proposed business (including essential petrol station) do actually happen.

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				development of housing and I support the option of a new residential village page 2 10(c) - great to see our senior citizens considered.	
S9 Karen Wilton	S9.002	Section 32 Report - Summary of Proposals	Support	I am supportive of the Aokautere development proposal - it's a great idea to make good use of this lovely part of the region and hopefully at the same time take the pressure off the existing city and overdevelopment there.	The tracks and gulley are a city asset and great to see their future safeguarded.
S9 Karen Wilton	S9.003	Section 32 Report - Summary of Proposals	Support	It is logical to ensure development of business and housing - residents in the new area should have access to local shops, childcare etc. Care needs to be taken to ensure mixed development of housing and I support the option of a new residential village page 2 10(c) - great to see our senior citizens considered.	Commit to a strategic and systematic growth plan rather than haphazard development - e.g. ensure that the proposed business (including essential petrol station) do actually happen. Care needs to be taken to ensure mixed development of housing and I support the option of a new residential village.
S9 Karen Wilton	S9.004	Section 32 Report - Summary of Proposals	Not Stated	Please make sure section sizes are restricted to protect this area from having no green - quality of life for residents and wildlife needs decent garden spaces to retain character of this area.	Ensure the minimum allowed section size. Ensure the new suburb has a socially and environmentally successful space by specifying housing with decent garden and privacy spaces.
S51 Heritage Estates 2000 Limited	S51.002	Section 32 Report - Section 2: Why Aokautere?	Oppose	A Section 32 requires that the objectives of the Plan Change must be examined for their appropriateness in achieving the purpose of the RMA and that the benefits, costs and risks of new policies and rules need to be clearly identified and assessed. Section 32(2)(b) of the RMA requires that if practicable, the benefits and costs of a proposal are quantified. In this instance, the PCG Section 32 does not address the benefits, costs and risks of advancing PCG ahead of PCWL Plan Change B2.	HEL submits that the timing of PCG is not in accordance with all earlier Council resolutions for urban growth in the City. The Council has a statutory duty to hear Pioneer City West Limited on their accepted and notified Private Plan Change B.
S51 Heritage Estates 2000 Limited	S51.003	Section 32 Report - Section 3: Regulatory and Policy Context	Oppose	The Council wants to delay giving effect to the national planning standards; "the national planning standards will be adopted in a more integrated way through a subsequent plan	PCG should have been prepared and notified in accordance with the national planning standards. HEL opposes the advancement of PCG where it is not in

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				change to the district plan." However, the submitter considers this to be an inefficient approach. PCG is notified 3 years after the national planning standards came into effect, and it is likely that the plan change will be heard in 2023 and made operative in 2024 or 2025 subject to appeals.	accordance with the National Planning Standards.
S51 Heritage Estates 2000 Limited	S51.004	Section 32 Report - Section 3: Regulatory and Policy Context	Neutral	The Section 32 fails to address the pending National Policy Statement for Highly Productive Land, there is insufficient information on how PCG responds to the pending NPS-HPL. The MfE website advises that the draft NPS-HPL will be made 'final' within a short space of time and is likely to be relevant to PCG. It is unclear whether the NPS-UD takes precedence over the NPS-HPL with respect to Urban Growth.	HEL is neutral on the interface between the NPS-UD and the NPS-HPL, but if both are in force, then both shall be given effect to as they relate to PCG. The PCG notified shall be amended to give effect to the <u>relevant</u> National Policy Statements in force prior to the decision on PCG as required by the RMA.
S5 David Basire	S5.001	Section 32 Report - Appendix 5: Traffic Assessment	Support in part	Right hand turn from Old Farm Road to SH57 is already an issue at peak traffic times, and needs improvement as soon as possible.	A merging lane for traffic turning right out of Old Farm Road would assist with traffic flows, allowing a turn with a traffic gap from the right only. However, with the number of vehicles turning right onto Old Farm Road from Summerhill Drive, this is only a minor improvement, and a longer-term plan must be looked at.
S5 David Basire	S5.002	Section 32 Report - Appendix 5: Traffic Assessment	Support	I support the signalling of the intersection from SH57 to Pacific Road, including better options for pedestrians, and cyclists.	I support the signalling of the intersection from SH57 to Pacific Road, including better options for pedestrians, and cyclists. I would strongly recommend that the traffic speed limit for the road between Old Farm Road to at least Johnstone Road be reduced to 50 (preferred) or 60 KPM.
S5 David Basire	S5.003	Section 32 Report - Appendix 5: Traffic Assessment	Support in part	Whilst I support improvements to the lower Ruapehu Drive to Summerhill intersection, I do not support taking away a right turn out of Ruapehu Drive. The proposed roundabout at Williams Terrace is not a great option for traffic going towards town.	An alternative allowing a safe right hand turn out of Ruapehu Drive needs to be considered.

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S5 David Basire	S5.004	Section 32 Report - Appendix 5: Traffic Assessment	Support	I strongly support the improvement of Ruapehu Drive to Summerhill intersection for cyclists.	Either of the proposed options would improve conditions, if the signalled alternative is chosen, this should also accommodate cars turning right out of Ruapehu Drive towards town.
S9 Karen Wilton	S9.005	Section 32 Report - Appendix 5: Traffic Assessment	Not Stated	Traffic flow and access will be one of the biggest issues. Great that there is reference to second bridge - it would be crazy to proceed with this development without providing for a second main artery, especially in these times of climate change. Fiddling with traffic flows in Fitzherbert is a very short-term solution only - aside from many angry citizens we will be the landlocked laughing stock of NZ if we trap ourselves in with one bridge!	Commit to the PNITI of a second bridge - it can't just be on the never, never and in the end will determine the success of this development.
S15 Lynne Rea	S15.001	Section 32 Report - Appendix 5: Traffic Assessment	Support in part	<p>Whilst I am not against changes to the Adderstone Reserve per se, I am concerned about the traffic volumes and speed levels (70 kph) at the intersection of Cashmere Drive/SH 57 (Aokautere Drive). I have reviewed the Transportation Assessment and do not believe any of their recommendations will mitigate the problem we have at this intersection, in fact there is every possibility it will be worse.</p> <p>I believe that whilst realigning for changes to Abby Road etc. it is an opportune time to take into consideration alterations to this intersection.</p> <p>At the Cashmere intersection, when wanting to turn right onto SH 57 (Aokautere Drive), there is limited vision of traffic approaching from the left (Johnston Drive direction) due to the angle of the corner. With expected increase in volume of traffic, as mentioned in the Transportation Assessment, this will become more dangerous. There is also an issue when coming along SH 57 (from Johnston Drive direction) to turn right into Cashmere Drive, as there is limited vision (again due to the angle of the corner) to see oncoming traffic and for vehicles behind you to note your intention beforehand, there</p>	I would like the Council to investigate the feasibility of a roundabout at the intersection of Cashmere Drive/SH 57 (Aokautere Drive), along with a lowered speed limit (50 kph?).

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				is no slip lane to allow someone to come through on your inside.	
S32 Sue Cooper	S32.001	Section 32 Report - Appendix 5: Traffic Assessment	Oppose	<p>I oppose the proposed traffic plan. The proposed measures to ameliorate the increased traffic from 1000 extra households (estimated at 8000 journeys/day) take into account only getting the new traffic onto SH57/Aokautere Drive. Almost all of that traffic will then enter Summerhill Drive - a poorly maintained two-lane city street that is not a State Highway. The exit from this street to Tennent Drive is already problematic (in either direction it requires merging with traffic approaching at 60kph from behind the driver's right shoulder).</p> <p>Getting onto Summerhill Drive from the Massey University direction (either at the river end or the junction with SH57) is also very difficult. These bottlenecks need fixing before any new houses are permitted. I suggest traffic lights.</p>	<p>Carrying out traffic control improvements before any new housing is allowed to be built (even with existing traffic levels, these are badly needed).</p> <p>Traffic lights at the intersection of SH57 and Summerhill Drive.</p> <p>Traffic lights at the intersection of Summerhill Drive and the off-ramp leading to the Science Centres.</p> <p>Traffic lights Summerhill Drive/Tennent Drive.</p>
S32 Sue Cooper	S32.002	Section 32 Report - Appendix 5: Traffic Assessment	Not Stated		I believe the new housing should have as many cul de sacs as possible in spite of what the planners believe - these foster community spirit and discourage traffic hoons. Walkways would allow pedestrians to move freely, and GPS navigation is available for emergency vehicles!
S32 Sue Cooper	S32.003	Section 32 Report - Appendix 5: Traffic Assessment	Oppose	<p>No provision has been made for those already living and working to the west of SH57 on Ruapehu Drive and its cul-de-sacs - approximately 260 houses, two childcare centres, an aged-care facility and a thriving shopping centre including a supermarket which many of the new residents will want to use.</p> <p>Having left-turn only at the junction with Summerhill Drive is farcical, as most exiting from there wish to go the city or Science Centres. No provision at all has been made for those exiting from the SH57 end of Ruapehu Drive (where the shopping centre, childcare centres and aged care facility are</p>	<p>Carrying out traffic control improvements before any new housing is allowed to be built (even with existing traffic levels, these are badly needed).</p> <p>Traffic lights at the intersection of SH57 and Summerhill Drive.</p> <p>Traffic lights at the intersection of Summerhill Drive and the off-ramp leading to the Science Centres.</p> <p>Traffic lights at the intersection of Ruapehu Drive and Summerhill Drive and Mountain View Road.</p> <p>Some provision for traffic exiting Ruapehu Drive to SH57 - a roundabout or traffic lights</p>

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				located). I again suggest traffic lights at one or preferably both ends. As the land either side of Summerhill Drive at the Ruapehu Drive intersection is not built on, there would be no difficulties in carrying out the required earthworks to create extra lanes.	integrated with those proposed for the Pacific Drive intersection.
S35 Douglas Pringle	S35.002	Section 32 Report - Appendix 5: Traffic Assessment	Not Stated	<p>There is already a rest home and shopping centre north of SH57. The PCG proposes setting aside an area south of SH57 for a future school and retirement village. There is an immediate community safety issue in that the dominant shopping centre of Summerhill Village is on the other side of SH57.</p> <p>While the proposal for a smaller shopping centre south of SH57 mitigates some of the safety issues, it is unlikely the smaller centre would cater for more specialised services such as a Pharmacy or Farmers Market.</p> <p>The transport assessment proposed signalisation at SH57 Aokautere Drive/Pacific Drive would allow safer passage of pedestrian and cyclists.</p>	<p>It is essential signalling is installed to access SH57 (from Pacific Drive) and that should be completed urgently prior to development of the plan change area.</p> <p>It is recommended the signalling, pedestrian path separation and design cater for young children and older residents, as well as the fit and readily mobile.</p>
S35 Douglas Pringle	S35.003	Section 32 Report - Appendix 5: Traffic Assessment	Not Stated	<p>It is surprising the PCG doesn't include an assessment of the additional traffic on Turitea Road from the peri-urban roads A and B. This is considered a major oversight. The following are safety concerns regarding Turitea Road:</p> <ol style="list-style-type: none"> 1. Turitea Road is part of the 3000km Te Araroa walkway which traverses New Zealand. Walkers are forced out of the green corridor to use the one-way bridges. The walkway guide [cited in full submission] contains a warning about the busyness of Turitea Road. 2. Bikers cannot or do not use the green corridors. The planted green corridors are only suitable for walkers. As such bikers tend to use the length of Turitea Road. 3. Parts of the Turitea Road are used by 	<p>The planning process is halted until Turitea Road is assessed as recommended by the Transport Planning Engineer.</p> <p>The assessment to take cognisance of the shared use of Turitea Road by horse, walkers and pedal bike riders.</p> <p>The Te Araroa Trail walkers are provided with off carriageway passage (i.e. footpath). That Turitea Road including its bridges is upgraded at minimum to peri urban standard (i.e. two lane with separate pedestrian/bike/horse path).</p> <p>Turitea Road improvement should be complete prior to development of the plan change area, particularly given the Te Araroa status and mortality history.</p>

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				<p>professional dog walker services.</p> <p>4. Turitea with its rural residential properties is popular with horse riders. These are also forced to use the one-way bridges and road carriageway where there is no berm.</p> <p>5. The S bend south of Valley Views Road intersection has no berm on either side. Council has provided a walking track only bypass. This bypass doesn't cater for bikes or horse riders. North bound pedal bikes tend to go slowly to the uphill gradient. This forces vehicles to travel at the same speed behind them due to the narrow road and reduced visibility.</p> <p>6. There is insufficient sight line on the give way when travelling north the one land bridge nearest to Ngarere Park Road. The sight line is obscured by a low ridge to the Northwest. As such, entry on to the bridge can place the north bound driver at fault and at risk of a collision, as south bound vehicles may be out of sight behind the ridge. The setting sun at mid equinox also causes a hazard in that a south bound the vehicle emerging into view is also coincident with looking directly into the setting sun. This hazard is increased if the north bound traffic is only moving slowly, if horse riders, pedestrians or bike riders are using the bridge.</p> <p>7. The one land bridge South of Valley View Road intersection has extended single lanes through the use of centre medium poles. The poles were installed as a result of double fatality near this bridge in 2018. The length of the single lanes create extra wait for vehicles when walkers, horses, or pedal bikes are using the bridge.</p> <p>8. Heavy trucks are users of Turitea Road. These service forestry areas, Palmerston North water supply infrastructure, and industry in Harts Road.</p>	
S63 Waka Kotahi	S63.003	Section 32 Report - Appendix 5: Traffic Assessment	Oppose	Safety: Waka Kotahi generally accepts the findings of Appendix 5: Transportation Assessment prepared by Harriet Fraser Traffic Engineering & Transportation Planning. However, Waka Kotahi wishes to highlight that the Transportation	Waka Kotahi seeks further clarity on how the proposed plan change will manage and fund any upgrades that are required to the road network as a result of the development. Waka Kotahi seeks that the

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				<p>Assessment does not identify an existing LOS deficit along the core state highway intersections. Specifically:</p> <ul style="list-style-type: none"> • State Highway 57/Summerhill Drive has an existing LOS A (Table 3), • State Highway 57/Pacific Heights Drive has an existing LOS A (Table 4), • State Highway 57/Johnsonville Drive has an existing LOS A (Table 5). <p>Note that LOS A is the highest identification.</p> <p>The safety issues identified in Section 3.6 are found to be minor and non-injury crashes which do not indicate a current priority for safety treatments in the area.</p> <p>The plan change may generate a Level of Service ('LOS') deficiency without appropriate mitigation or funding identified: The Transportation Assessment identifies a drop in the safety of the abovementioned state highway intersections as a result from the proposed development. Accordingly, any safety improvements required as a result of the development facilitated by the plan change could result in more than minor safety effects. At present, there is no clear understanding on how these upgrades are proposed to be funded.</p>	<p>plan change does not proceed unless the consequential infrastructure upgrades can be adequately funded. It is noted that the NLTF is unlikely to be sufficient.</p> <p>Waka Kotahi seeks the plan change is declined in its current form, or the plan change is adapted to include identification of how future development is to fund any upgrades to the state highway network required as a result of the development facilitated.</p>
S84 Tabitha Prisk	S84.001	Section 32 Report - Appendix 5: Traffic Assessment	Oppose	<p>I do not support the proposed provisions unless more consideration is given to the effects on Turitea Road. Turitea Road is already in disrepair. Creating this new growth area with roads which feature footpaths and cycle lanes which will then connect to Turitea Road is a recipe for disaster. Turitea Road is in poor condition; it is narrow at best and has no cycle lanes or footpaths. It is short-sighted and naive to think that the residents in the Aokautere growth area will not utilise the foot paths and cycle lanes on their road which will connect to Turitea Road and thus they will continue along Turitea Road on the non-existent foot paths and cycle lanes there. This will cause far too much</p>	<p>I seek the Palmerston North City Council to put this plan on hold until Turitea Road is upgraded so that the enormous amount of traffic that will be utilising the road can do so safely. Turitea Road needs to be upgraded and widened. Additionally, the two one lane bridges along Turitea Road would also need to be upgraded and widened to accommodate the additional traffic--vehicle, bicycle and pedestrian.</p>

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				<p>congestion on Turitea Road.</p> <p>The Transport Assessment stated only that "further review of the safety of the intersections to accommodate additional traffic on the Valley Views and Turitea Road approaches is recommended." This comment does not come close to addressing the demands that will be placed on Turitea Road with the increased traffic and congestion.</p>	
S88 Mary-Ann Bailey	S88.001	Section 32 Report - Appendix 5: Traffic Assessment	Not Stated	<p>As a resident of Pineland Drive and a user of Turitea Road daily I am concerned about the increase in traffic on the Turitea Road. There is no real guarantee that Turitea Road will not be a competing access road if for people it becomes a quicker or easier option. This road is quite narrow and has a lot of cyclists on it already - more may come especially if it proves a short route to where they want to go. Often I find the narrowness of the road, oncoming traffic, pedestrians, horses and cyclists a very real concern to the safety of all. There is a 'shared' sign but all the sharing in the world does not take into consideration people wanting to be at places on time.</p>	<p>The single lane bridges on the Turitea road to become double lane and Turitea, from Old West Road to Nga Here Park Road to be widened enough to ensure the safety of cyclist and pedestrians and vehicular traffic able to pass them with the confidence not to cause them harm and not to have to slow down more than a few kilometres below the 80 km speed limit.</p>
S89 Joy Vanderpoel	S89.001	Section 32 Report - Appendix 5: Traffic Assessment	Oppose	<p>1. "improvements should be made to facilitate safe right turns from SH57 Old West Road into SH57 Aokautere Drive, which could be achieved with a wider central median and longer merge lane".</p> <p>This is totally inadequate for this busy intersection which often sees vehicles backed up down Old West Road, particularly when a truck and trailer is trying to turn Right onto Aokautere Drive. With the increased traffic trying to turn Right from Summerhill Drive into Old West Road, accessing the large developments down Turitea Rd and Valley Views, the right turn out of Old West Road will become even more problematic. An extended merge lane won't solve this.</p> <p>2. "It is recommended that Ruapehu Drive (northern end) operates with left in/ left out with an</p>	<p>Amend the recommendations as they don't go far enough to mitigate the effects of increased traffic volume.</p> <p>An extended merge lane won't solve this. This intersection [junction of SH57 Old West Road and SH57 Aokautere Drive] needs traffic lights.</p> <p>Surely traffic lights at the northern Ruapehu Drive/ Summerhill Drive intersection would be the obvious solution for both vehicles and cyclists turning onto Summerhill Drive from both Mountain View Road and Ruapehu Drive. Consideration could also be given to the roundabout at Williams Terrace, but this would need to be additional to the traffic control option at Ruapehu Drive.</p> <p>There is no mention of traffic control for vehicles turning right from the southern end</p>

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				<p>opportunity for U-turns created further to the south One possibility would be to introduce a roundabout at the Williams Terrace intersection with Summerhill Drive".</p> <p>This doesn't help the right turn out of Mountain View Road! Given that the next paragraph notes that "an option for safely accommodating cyclists travelling between the northern end of Ruapehu Drive and the City should be developed", surely traffic lights at the northern Ruapehu Drive/ Summerhill Drive intersection would be the obvious solution for both vehicles and cyclists turning onto Summerhill Drive from both Mountain View Road and Ruapehu Drive.</p>	<p>of Ruapehu Drive. While there is currently a merging lane this is already woefully inadequate at peak times. If traffic lights are provided at the SH57 Aokautere Drive/ Pacific Drive intersection, further signalling should be included at Ruapehu Drive and synchronised with the Pacific Drive traffic lights.</p>
S91 David Prisk	S91.001	Section 32 Report - Appendix 5: Traffic Assessment	Support in part	<p>While I do not oppose growth in Turitea and Aokautere, what is currently proposed is problematic.</p> <p>It seems as though the proposal to build approximately 1000 more houses in Aokautere has been done without properly considering the infrastructure necessary to accommodate the people expected to live in those houses.</p> <p>Based on current use of the wholly inadequate public transport system in Palmerston North, it seems unlikely that residents of the proposed new area will use buses to get to and from the city with any greater frequency than they do now. This will be a commuter neighbourhood, and a massive increase in car traffic will be inevitable.</p>	<p>With that said, there will need to be proper cycle lanes on Summerhill Drive and Aokautere Drive and better footpaths leading into the city. The Fitzherbert Bridge will need to be widened, or a second bridge, at least of equal size and able to accommodate foot and cycle traffic, will need to be built further up the Manawatū River. This does not appear to be part of the current plan.</p> <p>There will need to be multiple traffic lights along Summerhill Drive and Aokautere Drive, or there will need to be massive roundabouts constructed.</p>
S91 David Prisk	S91.002	Section 32 Report - Appendix 5: Traffic Assessment	Support in part	<p>While I do not oppose growth in Turitea and Aokautere, what is currently proposed is problematic.</p> <p>Turitea Road and Ngahere Park Road will need to be widened and improved, with proper cycle and walking lanes and proper two-lane bridges built. These roads cannot handle the traffic they have now and to imagine that there will be no spill over from the newly proposed neighbourhoods is at best</p>	<p>I ask that this plan not move forward until specific, concrete plans and budgeting are provided for improvements to Turitea and Ngahere Park Roads</p>

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				<p>wishful thinking. Cycling, tramping, and horseback riding make Turitea and Ngahere Park Roads extremely dangerous now, both for those driving cars and those using the roads for recreation; with up to 3000 more people potentially accessing these roads through a connector, it is virtually certain that someone will be seriously injured or killed if no improvements are made. These roads are in poor repair and narrow, and the bridges are ill-suited for traffic of any kind.</p> <p>This is not to criticise the idea of a road connecting these rural roads to new neighbourhoods, but to insist that the rural roads receive the care and attention necessary to make them safe. Anything less is disrespectful of those who already rely on these roads for daily travel, and all those who might potentially use these roads as an auxiliary route into the city or for recreation.</p>	
S96 Anne Ridler	S96.001	Section 32 Report - Appendix 5: Traffic Assessment	Not Stated	<p>Appendix 5, page 26: 5.2 Cashmere Drive/Aokautere Drive: This section appears to state that there is no requirement to build a right-turning bay from SH57 into Cashmere Drive, or have a merging lane for those turning right out of Cashmere Drive. I disagree with this assessment and submit that a right- turning bay should be built from Aokautere Road into Cashmere Dr for 3 reasons:</p> <p>1. Turning right into Cashmere Dr is currently dangerous. When heading west on Aokautere Road it is common to be in a string of traffic as everyone gets stuck behind a slow vehicle going up the hill which then speeds up on the flat. This means there is a good chance you will have a closely-following vehicle (or not uncommonly, be getting actively tail-gated) by the time you get near the turn into Cashmere Drive. You then come around a semi-blind corner just before the turn so have limited time to evaluate oncoming traffic and hence make a decision about whether you can</p>	<p>I would like PNCC to ensure a right-turning bay is built from Aokautere Drive into Cashmere Drive. Ideally, a merge lane for those turning right from Cashmere Drive onto Aokautere Drive would also be incorporated.</p> <p>A right-turning bay would make it safer for cyclists coming into the city along Aokautere Road to turn right onto Cashmere Drive. An underpass would be even better for this purpose but that might be a bit too optimistic.</p>

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				<p>make the turn quickly, sit in the middle of the busy road (often with oncoming trucks) or pull left and wait until it is clear in both directions. If the latter option is chosen, because of the semi- blind corner, pulling back onto the road is not without hazards. Despite careful use of the right indicator and brake lights I have nearly been rear-ended a couple of times while attempting this manoeuvre. It seems ludicrous that a tiny cul-de-sac like Silkwood Place has a right-turning bay when Cashmere Drive does not. Aokautere Road is only going to get busier, which will exacerbate the issue.</p> <p>2. The Council aim is to encourage more commuting via bicycle. By far the most pleasant and safest bike route to the city or to Massey is to bike down Cashmere Drive, turn right onto Vacluse and then link onto Cliff Road (NB Summerhill Drive for cyclists is hazardous, smelly, noisy and covered in broken glass; a proper cycle lane as proposed will still not fully address these issues). A right-turning bay would make it safer for cyclists coming into the city along Aokautere Road to turn right onto Cashmere Drive. An underpass would be even better for this purpose but that might be a bit too optimistic.</p> <p>3. The traffic assessment to provide evidence for the decision was apparently done 18 months ago; Cashmere Drive has become busier since then and will become more so due to the development of Vacluse Drive.</p>	
S98 Sara Burgess	S98.001	Section 32 Report - Appendix 5: Traffic Assessment	Oppose	There is little detail on proposed cycleways. The current cycle way on Summerhill has not been designed well with cars still being able to park beside the coffee cart which means cyclists have to pull into the middle of the road. How will the cycle way pass safely in front of the old west road intersection? There have been numerous near misses between two cars and between cars and cyclists (both my husband and I have nearly been	To encourage residents to cycle, cycleways should be completely separate from the road where cars are not able to park. Do not use roundabouts at intersections as cyclists find these dangerous. A traffic light should be placed at the Old West Road / Summerhill intersection.

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				<p>hit on our bicycles at this intersection) when biking along this road into town and a car is turning right from Old West Road into Summerhill. A wider and longer median line would not address this issue.</p> <p>Traffic lights would be ideal in terms of safety but would this mean traffic jams along Summerhill Drive with the increased traffic volume going into town?</p> <p>Ruapehu Drive has been proposed as an alternative option for cyclists, if this goes ahead how will cyclists cross Summerhill Drive with the increased traffic volume? At present it is already very difficult to cross. A round-about has been suggested in the proposal but cars often don't see cyclists at roundabouts. A separate cycleway would be needed that doesn't use the same round-about as cars.</p>	
S98 Sara Burgess	S98.004	Section 32 Report - Appendix 5: Traffic Assessment	Oppose	In Appendix 5 it states there will be increased traffic and that this can be mitigated by getting people to use buses and cycles more but there is no detail on how they will get more people to use buses and cycles. The development would add 8000 car trips per day with only one main road into town from Summerhill Drive into Fitzherbert Avenue this will become one of the busiest with the most traffic in Palmerston North.	[No specific relief sought]
S102 Robert Gardner	S102.001	Section 32 Report - Appendix 5: Traffic Assessment	Oppose	<p>I oppose the provision that Cashmere Drive / Aokautere Drive intersection is and will remain safe for all users without:</p> <ol style="list-style-type: none"> 1 - provision of a right turn bay in and out of Cashmere Drive; 2 - complete stabilisation of the bank opposite the intersection; 3 - improved sight lines looking left from Cashmere Drive; 4 - secure land opposite intersection to achieve above. 	<p>Provide an option to design and complete right turn bays in and out of Cashmere Drive. Retain and stabilise bank to prevent constant ongoing slips past 20 years. Improve sight lines to left at exit to Cashmere Drive. Secure land opposite intersection to achieve above.</p>

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S105 Bruce Wilson	S105.001	Section 32 Report - Appendix 5: Traffic Assessment	Support in part	<p>(i) Appendix 5 (Transport) recommends mitigation at a range of locations pages 34-33, locations 1-4.</p> <p>I make my observations based on running and cycling up and down Summerhill Drive from 1980 to the present time, residing at Aokautere from 2001 to 2020, representing the area as a City Councillor from 2007 to 2013, and being Chair of the PNCC Hearings Committee and an RMA Commissioner.</p> <p>As I presently understand the recommended mitigations for locations 3 and 4 I have deep reservations about whether these proposals are likely to be safe for pedestrians or cyclists, or willingly accepted by motorists, although I agree that the current situation at each location needs to be changed.</p>	<p>That the Transport Management proposals not be approved in their present form, and that adequate regard be given to the nature and timing of the mitigation measures after thorough consultation with suitable representatives of the three basic user groups.</p>
S60 Horizons Regional Council	S60.006	Section 32 Report - Appendix 7: Ecology Report Addendum	Support in part	<p>The One Plan uses a predictive approach to managing activities affecting indigenous biodiversity habitat, by describing habitats (in Schedule F) and identifying them as rare, threatened or at-risk. Activities affecting those habitats are regulated, with a non-complying activity status for rare and threatened habitats and discretionary for at-risk. Activities adjacent (within 5 or 10 metres) to some habitat types are also regulated.</p> <p>Horizons does not identify specific sites in the One Plan and does not hold exhaustive information on the location and state of all rare, threatened and at-risk habitat in the region, particularly on private land. The information we hold (which shows indicative extents where they may be potential biodiversity sites) has been shared with PNCC during plan preparation and pre-notification consultation.</p> <p>We are aware that an ecological assessment has been undertaken and that Schedule F habitats have been identified. We note that the One Plan</p>	<p>We raise a concern over the way the ecological assessment has grouped intermittent and ephemeral waterways together, as a fundamental step to the assessment. We identify that 'intermittently' meets the definition of a river under the RMA, and thus it should be grouped with continually flowing waterways. The report considers anything that is intermittent/ephemeral to have 'low' constraint (table 2). We do not think this is appropriate, particularly in light of Policy 7 of the NPS-FM 2020, or in terms of activities in the bed of a river in the One Plan.</p> <p>In addition, where the ecological assessment discusses water monitoring, gully 1 should not be considered appropriate for "before" monitoring in its current state. This is due to the damage from illegal activity as a result of past development.</p>

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				<p>regulates activities including land disturbance and vegetation clearance within 10 metres of any area of Schedule F wetland habitat; activities within the extent of any area of threatened habitat, including discharges of water and contaminants, are a non-complying activity. The National Environmental Statement for Freshwater (NES-F) also regulates activities in and within setbacks from wetlands.</p> <p>Depending on the context, consent may be required under the One Plan for activities in intermittent streams. We note that the constraint value identified in this report is also carried through to the Stormwater Management Strategy (in Appendix 11 of the section 32 report).</p>	
S60 Horizons Regional Council	S60.011	Section 32 Report - Appendix 7: Ecology Report Addendum	Neutral	<p>We also note that:</p> <ul style="list-style-type: none"> - the discharge of stormwater to the Turitea Stream (a Schedule B SOS-A value in the One Plan) will require consent under Rule 14.25, and - Giant kōkopu, classified as at risk, declining have been found in Moonshine Valley Creek in the past. This is not currently recognised under the One Plan, but any discretionary consent assessments may take this into consideration. 	[No specific relief sought]
S61 Ngawai Farms Limited	S61.007	Section 32 Report - Appendix 8: Acoustic Assessment	Support in part	<p>In accordance with Appendix 8, the acoustic assessment concludes the following: "The modelling demonstrates that a reasonable set back from the firing ranges is approximately 400m unless the ridgeline intercedes. It is recommended that no residential dwelling sites be located south of the ridgeline on the Waters block".</p>	<p>The acoustic assessment limits any future development of Mr Waters property which should be assessed at the time of subdivision. Although the imposition of a performance standard would thereby limit the residential development of Mr Water's property, the noise generated by the firing range should be dealt with at the time of future development rather than through the PCG process.</p>
S21 Prasika Reddy	S21.002	Section 32 Report - Appendix 9: Geotechnical Assessment	Not Stated	<p>I just wanted to raise a concern here that there are residents who live in Moonshine Valley and Whisky Way who are very concerned about the storm water and slippage issues that will be created. The maps just show the assessments of the area of the</p>	<p>Can we have a Geotechnical technical report for the residents of Moonshine Valley and Whisky Way who border the development...specifically how the storm</p>

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				proposed development. What about an assessment of the land adjacent to it. Can we have a geotechnical report done for the areas that our properties lie on because we are seeing worse rainfall every year.	water and slippage will affect our area.
S91 David Prisk	S91.003	Section 32 Report - Appendix 10: Landscape Character Assessment	Support in part	<p>While I do not oppose growth in Turitea and Aokautere, what is currently proposed is problematic.</p> <p>It is concerning that no mention is made of improving basic services to houses already on Turitea and Ngahere Park Roads (including Kereru, Oram, and Guyland Drives). Despite being forced to view sprawling urban neighbourhoods instead of rolling hills and green paddocks, there seems to be no plan to provide compensation to these areas with city water, sewer, or fibre broadband. It seems we are being at least doubly punished for where we've chosen to live.</p>	[No specific relief sought]
S21 Prasika Reddy	S21.001	Section 32 Report - Appendix 11: Stormwater Management Strategy	Not Stated	I just wanted to raise a concern here that there are residents who live in Moonshine Valley and Whisky Way who are very concerned about the storm water and slippage issues that will be created. The maps just show the assessments of the area of the proposed development. What about an assessment of the land adjacent to it. Can we have a stormwater report done for the areas that our properties lie on because we are seeing worse rainfall every year.	Can we have a Stormwater technical report done for the residents of Moonshine Valley and Whisky Way who border the development - specifically how the stormwater and slippage will affect our area.
S46 Michael Poulsen	S46.001	Section 32 Report - Appendix 11: Stormwater Management Strategy	Support in part	<p>Overall agree with most conclusions in the GHD report except for the maximum rainfall rates being used as recent events would suggest they are too light even using the 1 in 100-year events.</p> <p>Being a farmer and fertiliser consultant with experience of the effects of management, inadequate infrastructure and climate on the physical soil environment, we need to protect our soils and soil biology and the linked water systems as much as we can.</p>	<p>With regards to the overall area there needs to [be] consideration of the ratio of unpaved area to paved with the need for the breakup and minimisation of large paved areas to avoid the ability of collection of large volumes of water turning into uncontrollable torrents.</p> <p>On a per house basis the ratio of paved to unpaved or permeable ground cover also needs to be considered together with the use of rainwater tanks and greywater systems all helping to improve the efficiency</p>

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				As alluded to in the report infiltration rates are not high on this soil type but still need to be allowed for.	of our water demand and usage and or disposal. We need to protect our soils and soil biology and the linked water systems as much as we can. As alluded to in the report infiltration rates are not high on this soil type but still need to be allowed for.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.004	Section 32 Report - Appendix 11: Stormwater Management Strategy	Oppose	<p>The submitters are very concerned to find fundamental errors in some of the supporting technical reports that underpin the Plan Change.</p> <p>The Stormwater and Geotechnical reports and the Proposed Zone Plan Map show the Aokautere Church Stream extending through the North Village site to the existing residential area to the south east. In some reports this is also shown as an existing gully.</p> <p>This is incorrect, there is no stream in this location and no gully. The gully was consented and filled in 2007/8 although the work was not fully completed.</p> <p>This appears to have triggered a proposed wetland area at the heart of this residential environment on the terrace. This is opposed.</p> <p>It is not necessary to commit valuable development or open space area to wetland when there are ample other options including gully wetland treatment and rain gardens. Such an approach has been specifically opposed by Council itself in other cases. Further the GHD report does not recommend this option it just raises it as a possible option.</p>	The proposed wetland area at the heart of this residential environment on the terrace is opposed. It is not necessary to commit valuable development or open space area to wetland when there are ample other options including gully wetland treatment and rain gardens.
S60 Horizons Regional Council	S60.003	Section 32 Report - Appendix 11: Stormwater Management Strategy	Support in part	<p>As noted in the section 32 report, "the topography of the plan change area exposes development to potential erosion/subsidence hazards".</p> <p>Horizons One Plan Policy 9-4 directs the way in</p>	If erosion in waterways is considered a risk due to stormwater discharge, then this issue needs to be addressed prior to development. We advise you to discuss potential consenting requirements with our Consents Team.

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				<p>which future development and activities in areas susceptible to natural hazard events must be managed. Horizons One Plan Policy 4-2 provides direction for small scale land disturbance, including when adjacent to some water bodies in "hill country erosion management areas" (land with a pre-existing slope of 20 degrees or more).</p> <p>Horizons One Plan Chapter 13 includes rules to manage land disturbance, including in "hill country erosion management areas". Permitted activities are subject to compliance with conditions, such as Rule 13-1 which includes conditions to ensure erosion and sediment control methods are installed prior to and maintained during the land disturbance activity and to ensure that the works do not occur on land within 5 metres of the bed of a river that is permanently flowing, an ephemeral waterway within an active bed width greater than 1 metre, or a lake.</p> <p>We note that Appendix 11 of the section 32 report refers to possible instream stabilisation to avoid erosion risk.</p> <p>One Plan Chapter 14 Discharges to Land and Water permitted activity Rule 14-18 includes: "The activity must not cause erosion of any land or the bed of any water body beyond the point of discharge unless this is not practicably avoidable, in which case any erosion that occurs as a result of the discharge must be remedied as soon as practicable".</p>	<p>At consenting stage, Horizons River Management Group will seek information to fully understand that the downstream effects from the development site (i.e. stream stabilisation within the gullies, network configurations (including pipe sizes, discharging locations, centralised storage locations) comply with Horizons' One Plan. Since bio-retention and detention storage require maintenance works, Horizons River Management Group will also seek the creation and implementation of a maintenance strategy.</p>
S60 Horizons Regional Council	S60.004	Section 32 Report - Appendix 11: Stormwater Management Strategy	Support in part	<p>There are two key aspects to the management of stormwater:</p> <ol style="list-style-type: none"> 1. the effects on water quality from direct (point-source) and indirect (diffuse) discharges of untreated stormwater, which may contain a range of contaminants, including hydrocarbons, sediment, nutrients and agrichemicals, and bacteria, into surface water bodies and groundwater; and 	<p>In relation to stormwater management, Horizons seeks provision for stormwater management to achieve an outcome that is consistent with One Plan Rule 14-18.</p>

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				<p>2. inundation and the potential for stormwater to become, or exacerbate, flood hazard.</p> <p>With regard to the first of these aspects in particular, the National Policy Statement for Freshwater Management (2020) Section 3.5(4) requires that: "Every territorial authority must include objectives, policies, and methods in its district plan to promote positive effects, and avoid, remedy, or mitigate adverse effects (including cumulative effects), of urban development on the health and well-being of water bodies, freshwater ecosystems, and receiving environments".</p> <p>With regard to the second of these aspects, One Plan Chapter 9 Natural Hazards regional policy framework specifically notes that 'flood event' excludes the effects of stormwater, as these effects are managed by territorial authorities through criteria such as engineering, subdivision and design standards and manuals.</p> <p>However, One Plan Chapter 14 Discharges to Land and Water permitted activity Rule 14-18 allows discharges of stormwater to surface water provided conditions and standards are met, including that discharges of stormwater to land cannot result in overland flows discharging to natural surface water bodies other than in rain events that are at least the 10% annual exceedance probability design storm. Nor can any discharge cause or exacerbate flooding on any other property. We note that provisions have been proposed to achieve hydraulic neutrality, as is noted in the section 32 report: "Ensure stormwater management achieves hydraulic neutrality through the development and that there is no increase in stormwater effects on surrounding areas. Related to this is the establishment and</p>	

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				management of a 5m no build setback from the gullies to provide for stormwater management for the area".	
S60 Horizons Regional Council	S60.005	Section 32 Report - Appendix 11: Stormwater Management Strategy	Support in part	<p>Horizons River Management Group encourage the use of on-site mitigation measures to control the rates of run-off from any development. Increased run-off from any developments has the potential to exacerbate downstream flooding issues, whether this be localised stormwater issues, or flooding from rivers, streams or other water courses.</p> <p>Additional stormwater generated by impermeable surfaces (e.g. new roading, concrete, buildings etc.) could exacerbate stormwater run-off and flooding.</p> <p>Horizons River Management Group has reviewed the Stormwater Management Strategy in Appendix 11 of the section 32 Report. It proposes to attenuate the increased peak flow post development via bio-retention and flood storage.</p>	Provisions and housing/building density, should require development to provide appropriate permeable surface areas to minimise the effects of stormwater flooding. Horizons River Management Group seek that the mitigation measures are completed prior to inhabitation.
S67 Jill White	S67.001	Section 32 Report - Appendix 11: Stormwater Management Strategy	Support in part	I am supportive of the general proposals in this section of the proposed plan change. However, given the potential climate change situation faced in this country as elsewhere, it is critical that measurement and consideration of this aspect of future wellbeing is to the fore in deciding appropriate land use and its future protection.	That climate change considerations be to the fore when making stormwater management and other relevant decisions.
S78 Wayne Phillips	S78.001	Section 32 Report - Appendix 11: Stormwater Management Strategy	Support in part	<p>Stormwater Management is the most critical area of this development which has my support with the following caveat. That the GHD Conclusions and Recommendations, pg37, are followed stringently with particular emphasis on the north-eastern boundary adjoining the Moonshine Valley properties below the F1 to F5 plateau multi-unit developments.</p> <p>The suggested detention ponds will only retain a finite quantity and not handle the increasing weather events climate experts are predicting. These ponds will also provide a breeding ground</p>	<p>That the GHD Conclusions and Recommendations, pg37, are followed stringently with particular emphasis on the north-eastern boundary adjoining the Moonshine Valley properties below the F1 to F5 plateau multi-unit developments.</p> <p>The proposed 5m setback should be revisited and further detail provided to mitigate peak flow control of stormwater runoff from development of the F1 to F5 plateau's runoff spilling over into the Moonshine Valley properties, which are</p>

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				for mosquito colonies and create a major hazard to the safety of young children living in the adjacent developments.	<p>already suffering runoff erosion and stream scouring throughout the valley. Confirmation of the following additions to the Plan:</p> <p>That a 10m buffer zone at the rear of the F1 to F5 clusters be created and fully planted with native species to absorb any runoff into Moonshine Valley and a further 5m setback to the building line at the rear of those properties.</p> <p>That the detention ponds be replaced with a fully piped underground drainage system across the rear of the properties at the boundary feeding directly into the closest of the four Major Discharge locations on the plan.</p> <p>That the multi-unit proposal be changed to a single unit status to reduce the hard ground cover (and therefor runoff), on the respective plateau's. This will also reduce people movements, vehicle numbers, parking provision, traffic movement and resident safety on these no exit streets.</p>
S85 Gaylene Tiffin	S85.001	Section 32 Report - Appendix 11: Stormwater Management Strategy	Oppose	Stormwater going into our gully at Moonshine Valley AO1 and the multi-unit development. I strongly oppose this subdivision. The technical report from GHD has not included any of the work they did on our property showing the destruction that has happened. This is continually getting worse. [Photos included]	STOP the subdivision now, and fix the damage that has occurred already. I invite the council and any other interested parties to 14 Moonshine Valley to see the damage that has occurred, divets that are now metres deep and wide, fences buried, trees falling, slips, pasture land that is now full of rubbish weed and general rubbish.
S97 Manawatū Branch of Forest & Bird	S97.001	Section 32 Report - Appendix 11: Stormwater Management Strategy	Support in part	We appreciate there is a need to build more housing in Palmerston North and we are grateful for the extensive work that has been done by PNCC and by Rangitāne including efforts to ensure positive environmental outcomes. Our concerns for the environment are heightened in the light of the unpredictable nature and the increasing severity of	We also feel that it is important to use the most up to date information and future proof this plan as far as possible. This is to best meet future needs that might occur with the unpredictable nature and increased severity of climate change events.

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				<p>climate change and the dire plight of many of our species under threat.</p> <p>Management of water flows: While consideration has been given to managing water flows, we support the recommendation that the developer (ref GHD stormwater management strategy pg 37) is required to develop a plan demonstrating compliance with the stormwater plan design criteria and concepts.</p>	
S97 Manawatū Branch of Forest & Bird	S97.006	Section 32 Report - Appendix 11: Stormwater Management Strategy	Support in part	<p>There is a suggestion that "stream stabilisation within the gullies" (ref GHD stormwater management strategy pg 34) might be needed. We are opposed to this concept as rivers and streams need room to move and to develop naturally and should be given space to do so (as per our comments above about river corridors and restricting development on floodplains). Hence the development needs to stay well away from them and give them a large buffer (this also means they can flood safely). It's much harder to retreat from a stream if you've developed to close to it. If streams might need stabilising to deal with more water coming from stormwater, then the stormwater retention proposals are insufficient and more needs to be done, i.e., more planning is needed to produce less runoff. If council is lacking expertise in this area, we recommend consulting with local experts at Massey University's Innovative River Solutions Centre.</p>	<p>The plan change should have designated river corridors that provide plenty of space for waterways and limit development in these areas.</p>
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.002	Section 32 Report: Appendix 12: Aokautere Centre Retail Report	Oppose	<p>Concerns regarding this process have previously been expressed to Council officers. Fundamentally if the landowner developer is not satisfied that a design matches market demand and is economically feasible then the financial risk will not be taken and no development will occur until the conditions are suitable.</p> <p>This is well illustrated by the direction to deliver a neighbourhood centre in accordance with the detailed concept on Map 7A. In the limited</p>	<p>The submitters oppose the neighbourhood centre being a mandatory requirement. The submitter also opposes the extent of medium density residential being directed by the Plan Change.</p> <p>The submitters agree with Urbanity's expert advice on the neighbourhood centre and the location of the centre should be relocated so that it is all on Pacific Drive and not just the corner of one site as currently proposed.</p>

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				<p>engagement that has occurred the submitters have expressed concern about the feasibility of this neighbourhood centre.</p> <p>The issue is tested in the report for the Plan Change by Urbacity. This clearly states that to be successful and viable early in the development process the centre needs to be on Pacific Drive so that it is highly accessible to existing residential areas. The submitters agree with that position. Where it is proposed to be located will not be successful because, as Urbacity clearly state, the number of households necessary to enable the centre requires a high level of medium density but the medium density is unlikely to be successful without the early development of the centre. He recommends that the Council acquire land is the right location for the centre, being on Pacific Drive and tender out the construction and leasing of the centre.</p>	
S6 Jessica Somerton	S6.001	Section 32 Report - Appendix 13: Parks and Reserves Servicing Memorandum	Oppose	I oppose the planned walkway to go through the council land that backs onto our section at 88 Johnstone Drive. The path would be quite close to our house and would create a safety issue with people having access to the back of our house. This makes me feel uneasy.	Please consider an alternative placement for the walkway so that it does not back onto our yard directly. If the decision is made for this walkway to back onto our land, I would like the Council to consider there to be some security installed (fencing, planting, etc.) so that our house is not directly accessible to people walking along the path.
S7 Alan Smeaton	S7.001	Section 32 Report - Appendix 13: Parks and Reserves Servicing Memorandum	Support	Figure 15 in the Parks and Reserves Servicing Memorandum shows options for extending walkways, including options for connecting walkways from this area to Tutukiwi Reserve. I fully support the specific provisions which the Council has planned for the Aokautere area. More housing is needed, and this takes into account the need to provide green spaces and recreation areas.	I fully support the specific provisions which the Council has planned for the Aokautere area. I would like to see some form of connection from the end of Abby Road linking to the proposed connection (black line) across the gully and into Moonshine Valley Reserve, even if that means an alleyway through any housing development which crosses its path.

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S93 Jeff Watson	S93.001	Section 32 Report - Appendix 13: Parks and Reserves Servicing Memorandum	Support in part	<p>I generally support Plan Change G with the exception of the proposed changes to the Adderstone Reserve which I do not support.</p> <p>The loss of any reserve space within Palmerston North should only occur where there is a wider community good associated with the loss. In the case of Adderstone Reserve there is negligible community good to be gained via the proposed changes.</p> <p>Once this area of reserve is lost it will never be recovered and I strongly believe that Council has an important role to play in ensuring that the city structure is optimised for future as well as current generations. The optimisation of city space must include the creation and maintenance of as much green space as possible for formal (sporting) activities as well as casual recreational activities. The loss of a substantial part of Adderstone Reserve to enable the creation of a handful of Residential Lots appears to be a very poor trade-off.</p> <p>With a national desire to allow in-fill and high density housing any reserve area (large or small) becomes increasingly important as areas in which children (and adults) can enjoy the outdoors. Given the nature of most children's activities, flat areas are more desirable than hills and valleys. The proposed change to Adderstone Reserve removes much of the flat areas available for use within the Reserve, thus significantly reducing its suitability for a range of casual recreational uses.</p>	<p>The changes that I seek in relation to Plan Change G are:</p> <p>The removal of the proposed changes to Adderstone Reserve.</p> <p>The optimisation of city space must include the creation and maintenance of as much green space as possible for formal (sporting) activities as well as casual recreational activities. With a national desire to allow in-fill and high density housing any reserve area (large or small) becomes increasingly important as areas in which children (and adults) can enjoy the outdoors. Given the nature of most children's activities, flat areas are more desirable than hills and valleys. The proposed change to Adderstone Reserve removes much of the flat areas available for use within the Reserve, thus significantly reducing its suitability for a range of casual recreational uses.</p> <p>The adoption of all other proposed changes associated with this plan change.</p>
S14 Stewart Davies	S14.001	Section 32 Report - Appendix 15: Technical Report Summary	Not Stated	The traffic assessment to include an upgrade of SH57 and Cashmere Drive intersection. [Photo included].	To recommend to Waka Kotahi the inclusion of a right-hand turn lane from SH57 into Cashmere Drive and a right hand turn lane from Cashmere Drive into SH57. Reduction of speed from 70kph to 60kph.

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S43 Chris Teo-Sherrell	S43.016	Section 32 Report - Appendix 15: Technical Report Summary	Support in part	Pg 2: The first bullet point concerning turning right from SH57 Old West Road/Aokautere Drive intersection: It is also hazardous turning right from Summerhill Drive (where it meets Aokautere Drive) into Old West Road.	I seek PNCC to simultaneously address the hazards connected with turning right out of Old West Road into Aokautere Drive and the turning right out of Summerhill Drive into Old West Road. It is also hazardous turning right from Summerhill Drive (where it meets Aokautere Drive) into Old West Road. This aspect should also be dealt with. There appears to be room for a roundabout there that would deal with both this and the issue of turning right from Old West Road into Aokautere Drive. With increased traffic arising from Valley Views Road and other development in the Turitea Valley both turning difficulties should be addressed at once.
S43 Chris Teo-Sherrell	S43.017	Section 32 Report - Appendix 15: Technical Report Summary	Support in part	Pg 2: The second bullet point concerning the SH57 Aokautere Drive/Pacific Drive intersection:	I seek PNCC to simultaneously address the hazards connected with the intersections of Pacific Drive/Aokautere Drive and Ruapehu Drive/Aokautere Drive. This should be addressed in concert with the Ruapehu Drive/Aokautere Drive intersection especially as this latter intersection is closer to the desire line for pedestrians going between IPU and the shopping complex. Offset traffic lights would enable these intersections to be made much safer.
S43 Chris Teo-Sherrell	S43.018	Section 32 Report - Appendix 15: Technical Report Summary	Support in part	Pg 2: The third and fourth bullet points concerning the intersection of Ruapehu Drive and Summerhill Drive (the hill section): The recommendation about maintaining a right turn out of Mountain View Road while only allowing left turn out of Ruapehu seems confused. Combined	I seek PNCC to signalise the intersection of Ruapehu Drive and Summerhill Drive to address the safety issues for motorists, cyclists and pedestrians. A signalised intersection would provide for motor vehicle access and egress from Ruapehu Drive in both directions, access to

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				with the need to provide access for cyclists (heading towards the river) and pedestrians (heading both towards and away from the river), a signalised intersection would be safest. It would also help to decrease speeds on the Summerhill Drive hill, something that will be needed even more than it is now if traffic volumes increase as a result of Plan Change G. Providing two-way cycle flows on the east side of Summerhill Drive will create problems for cyclists on Fitzherbert Bridge (unless that is also widened). It also wouldn't provide for pedestrians. It makes most sense to get both pedestrians and cyclists to the west side of Summerhill Drive. A fully accessible underpass would be difficult to install to enable this.	and egress from Mountain View Road, and would be the safest way to provide for pedestrians and cyclists. It would also avoid motor vehicles having to travel additional distance to make use of a roundabout at Williams Terrace.
S43 Chris Teo-Sherrell	S43.019	Section 32 Report - Appendix 15: Technical Report Summary	Not Stated	My comments refer to the recommendations made on p2 of the Summary of Technical Reports - the fifth bullet point concerning the safety of an unidentified intersection: - it is unclear which intersection is being referred to by this point.	I seek PNCC to clarify which intersection is being referred to and allow for additional comments in light of the clarification.
S43 Chris Teo-Sherrell	S43.020	Section 32 Report - Appendix 15: Technical Report Summary	Support in part	Pg 2: The seventh bullet point concerning the intersections of Abby Road and Johnstone Drive with Pacific Drive: I support control of these intersections, preferably by means of roundabouts (given the residential nature of the area).	I seek PNCC to control traffic at the intersections of Abby Road and Pacific Drive, and Johnstone Drive and Pacific Drive, by means of best design roundabouts that provide for pedestrians and cyclists as well as motor vehicles. I suggest they would be assisted in providing safe access for all road users if coupled with lowering the speed limit on Pacific, Johnstone and Abby.
S43 Chris Teo-Sherrell	S43.021	Section 32 Report - Appendix 15: Technical Report Summary	Oppose	Pg 2: The eighth bullet point concerning a shared path on the south side of Aokautere Drive and a pedestrian crossing facility: - I oppose the use of a shared path because they provide inferior experience for pedestrians, especially when used by riders travelling fast as is likely to be the case here. I agree there is need for a safe means for	I seek PNCC to ensure separate paths are provided for pedestrians and cyclists and provide adequate measures to ensure safe crossing of Aokautere Drive for them. Separated paths should be provided with access through to Adderstone Reserve and any housing built on part of the current reserve that is proposed for redesignation as residential land.

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				pedestrians and cyclists to cross Aokautere Drive in the vicinity of Adderstone Reserve but dropped kerbs and a median island are unlikely to provide an adequate level of safety unless measures are taken to lower speeds on Aokautere Drive.	The whole length of Aokautere Drive from Summerhill Drive to Johnstone Drive should be seen as an urban road with high levels of development on both sides and so the speed limit should be set accordingly. Safety is more important than travel time savings. A raised crossing point would help lower speeds and increase safety, perhaps with an on-demand signalised crossing point.
S43 Chris Teo-Sherrell	S43.022	Section 32 Report - Appendix 15: Technical Report Summary	Support in part	Pg 2: The ninth bullet point concerning bus services: - I support the introduction of high frequency bus services to serve the Plan Change area but it needs to be introduced ahead of further development so that people can choose to use it right from the time they move into the area when new habits are most easily formed. This will help achieve higher patronage and decrease private motor vehicle traffic.	I seek PNCC to advocate to MWRC to establish a high frequency bus service to the area before further development takes place.
S43 Chris Teo-Sherrell	S43.023	Section 32 Report - Appendix 15: Technical Report Summary	Support	Pg 2: The tenth point concerning facilitating cycling between the plan change area and the rest of the city - I support this. Creating and maintaining an unobstructed cycleway from Johnstone Drive to the Fitzherbert Bridge would be a good start instead of what exists currently which is often blocked by parked cars, forcing cyclists out into the motor vehicle lane.	I seek PNCC to declare a special vehicle lane for cyclists and micro mobility users from the Johnstone Drive/Aokature Drive intersection to the Fitzherbert Bridge.
S50 Palmerston North City Council	S50.006	Definitions	Support	The definition for Developable Land should include an "or" rather than "and" to be consistent with the inserted text for the definition of 'limited development'.	Amend definition for Developable Land as follows: Developable Land means any land in Aokautere: a. that is identified as developable in Map 10.1 and Map 10.1A: or b. for which any land instability, erosion or subsidence hazard associated with the land will be avoided or mitigated by specifically designed geotechnical engineering works for which a valid, restructured land resource

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					consent exists. In relation to the establishment of buildings and structures, the works required by the restructured land resource consent must have been completed.
S50 Palmerston North City Council	S50.007	Definitions	Support	"ARI" term is used in proposed provisions, but is not defined.	Insert a new definition for Average Recurrence Interval (ARI) as follows: <u>Average Recurrence Interval (ARI) means the average time period between floods of a certain size. For example, a 100-year ARI flow will occur on average once every 100 years.</u>
S51 Heritage Estates 2000 Limited	S51.009	Definitions	Oppose		HEL opposes the notified changes to the ODP section 4. Definitions in their current form and seeks rewording of the underlined text to better achieve the purpose of the Act.
S51 Heritage Estates 2000 Limited	S51.010	Definitions	Oppose		The terms "gully network" and/or "natural gully network" are undefined in the Plan, the Horizons Regional Plan and the NPS etc, greater clarity is necessary in relation to other sections of the Plan to enable clarity for the plan users.
S35 Douglas Pringle	S35.006	6.1.3: Policy 1.1	Not Stated	Road safety signage stability: Along the higher reaches of Ngahere Park road signage construction is inadequate to withstand the wind. This results in either the signs blowing over or rotating in the wind. There doesn't appear to be a routine mechanism for PNCC to rectify these occurrences and as such the signage remains in its damaged state for years. Signage in the peri urban road that passes near the water reservoirs is also likely to be subject to wind damage.	It is recommended road way finding and safety signs are constructed in a way that they stay up and face the intended direction when the wind blows.
S50 Palmerston North City Council	S50.008	7: Objective 3	Support	Objective 3 does not explicitly address natural hazards but the proposed policies to be inserted	Amend Objective 3 as follows: OBJECTIVE 3 To ensure that subdivision of land and

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				<p>under it do. A more obvious cascade link between the policies and the objective is necessary.</p>	<p>buildings in rural areas is consistent with integrated management of the use, development and protection of land and other natural and physical resources and</p> <p>retains Class 1 and Class 2 versatile soils for use as production land</p> <p>retains the productive capability of rural land and recognises the valuable contribution made by class 3 soils</p> <p>enables small landholdings for intensive horticulture activities in the Flood Protection Zone</p> <p>provides for limited rural residential development on land which contains less versatile soils</p> <p>maintains the low-density development pattern in the Moonshine Valley Rural Residential Area</p> <p>requires development to be in general accordance with any relevant Structure Plan</p> <p>provides for efficient and effective on-site services and regular maintenance</p> <p>avoids connection to the City's reticulated infrastructure network and consequential impacts on network efficiency and the extension and/or upgrade of the infrastructure network, including the road network and pressure sewer systems</p> <p>preserves or enhances rural character</p> <p>avoids reverse sensitivity effects</p> <p>enables the acquisition or disposal of land for network utilities, public works and quarrying</p> <p>protects, restores and enhances the gully network in Aokautere.</p> <p><u>Avoids, remedies or mitigates the risks and effects of natural hazards.</u></p>

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S51 Heritage Estates 2000 Limited	S51.011	7: Objective 3	Oppose	The mitigation of effects through this approach may not achieve the purpose of the Act, there is no review and update of the Structure Plan through 'general accordance' reference in PCG.	The inclusion of the words "Requires development to be in general accordance with any relevant structure plan" and "Protects Restores and enhances the gully network" at Objective 3 of Section 7 Subdivision 7 are opposed.
S77 Rangitāne O Manawatū	S77.005	7: Objective 3	Support	Existing indigenous vegetation and ecosystems in gully systems should be ecologically and culturally protected, restored and enhanced.	Retain as notified.
S33 Fire and Emergency New Zealand	S33.001	7: Policy 3.7	Support in part	FENZ supports Policy 3.7 insofar that it promotes the availability of appropriate infrastructure to service developments within the Rural-Residential Area identified on the Aokautere Structure Plan. However, FENZ seeks to amend Policy 3.7 to clearly promote the availability of water supply with sufficient firefighting capabilities.	Amend Policy 3.7 as follows: i. There is appropriate infrastructure available to service the development, including <u>water supply with sufficient capacity for firefighting purposes and on-site wastewater and stormwater servicing</u> , which ensures there is no increase in effects on surrounding areas;
S51 Heritage Estates 2000 Limited	S51.012	7: Policy 3.7	Oppose	The mitigation of effects through this approach may not achieve the purpose of the Act, there is no review and update of the Structure Plan through 'general accordance' reference in PCG.	All proposed text associated with Policy 3.7 wording is opposed.
S77 Rangitāne O Manawatū	S77.006	7: Policy 3.7	Support	This policy is supported, particularly subclauses (g) (i) and (j).	Retain as notified
S33 Fire and Emergency New Zealand	S33.002	R7.15.2.1	Support in part	FENZ supports Rule 7.15.2 insofar as it requires the design principles in Policy 3.7 to be implemented through the subdivision and development in the Aokautere Structure Plan area, which includes the availability of appropriate infrastructure to service development. Should the relief sought by FENZ to Policy 3.7 be accepted, FENZ would strongly support this point. FENZ seeks an additional assessment criteria in (h), to include criteria to consider firefighting water supply and access. This is to manage the fire safety risk to life, property, and the environment for	Amendment sought: Assessment Criteria ... (h) Rural-Residential Development within Aokautere Structure Plan <u>viii. How the subdivision is supplied with sufficient firefighting water supply, and access to that supply, in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509:2008.ix. How the site access provides unhindered access for fire appliances in accordance with the NZ Fire Service Firefighting Water Supplies Code of Practice SNA PAS</u>

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				Rural-Residential Development within the Aokautere Structure Plan area.	<u>4509:2008.</u>
S51 Heritage Estates 2000 Limited	S51.013	R7.15.2.1	Oppose	These changes are not specific to PCG and affect other areas of the city outside the notified plan change area.	All text amendments (additions) under this heading are opposed.
S51 Heritage Estates 2000 Limited	S51.014	R7.15.2.1	Oppose		Performance Standard (c) Natural Hazards and On-site Services: The text amendments (additions) and deletions are not supported in their current form. The submitter seeks more appropriate text.
S51 Heritage Estates 2000 Limited	S51.015	R7.15.2.1	Oppose		Performance Standard (f) Subdivision in the Rural Residential Area identified on the Aokautere Structure Plan: The text amendments (additions) and deletions are not supported in their current form. The submitter seeks more appropriate text.
S51 Heritage Estates 2000 Limited	S51.016	R7.15.2.1	Support		R7.15.2.1 Performance Standard, Assessment Criteria below (Determination Clause) at (b) On- site services: The text addition of "and the surrounding environment" is supported.
S51 Heritage Estates 2000 Limited	S51.017	R7.15.2.1	Oppose		R7.15.2.1 Performance Standard, Assessment Criteria below (Determination Clause) at (h) Rural-Residential Development within Aokautere Structure Plan: The text amendments (additions) and deletions are not supported in their current form. The submitter seeks more appropriate text.
S77 Rangitāne O Manawatū	S77.007	R7.15.2.1	Support	The additional matters of discretion ensure adequate consideration of stormwater runoff, effects on the gully network and cultural values. Addressing archaeological discoveries in performance standards is supported - see (f).	Retain as notified.

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S50 Palmerston North City Council	S50.009	R7.15.4.1.4	Support	A minor grammatical amendment is suggested to improve plan clarity. It is submitted that R7.15.4.1 4 should replace "and" with "or" where the Aokautere Structure Plan is being referenced.	That R7.15.4.1.4 be amended as follows: 7.15.4 RULES: NON-COMPLYING ACTIVITIES R7.15.4.1 Non-Complying Activities ... 4. Any subdivision which does not comply with the Restricted Discretionary Activity Performance Standard for Minimum Lot Area (R7.15.2.1(b)(i),(ii) and (iii)) and <u>or</u> Subdivision in the Rural-Residential Area identified on the Aokautere Structure Plan (R7.15.2.1(f)), is a Non-Complying Activity.
S51 Heritage Estates 2000 Limited	S51.018	R7.15.4.1.4	Oppose		The added text reads "and Subdivision in the Rural-Residential Area identified on the Aokautere Structure Plan (R7.15.2.1(f))". The text amendments are not supported in their current form. The submitter seeks more appropriate text.
S50 Palmerston North City Council	S50.010	7A.1 Introduction	Support	This section needs to also reference all the other maps in the Aokautere Structure Plan to avoid confusion and inconsistency with definitions of Greenfield Residential Area and the Aokautere Residential Area as currently shown on the Aokautere Structure Plan.	Amend Section 7A.1 Introduction as follows: 7A.1 Introduction Subdivision is a process to enable the separate ownership of land and the registration of interests in land. Subdivision of land is defined by the Resource Management Act 1991. This section enables greenfield development within: The Whakarongo Residential Area (Map 7A1) The Kikiwhenua Residential Area (Map 7A.2) The Aokautere Residential Area Map 7A.4, 7A.4A, 7A.4B, 7A.4C, 7A.4.D) These areas were identified for residential growth in the Palmerston North City Development Strategy 2017. The provisions within this section require well designed, attractive and functional communities within the Greenfield Residential Areas. The Structure Plans for

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					each Greenfield Residential Area will direct subdivision and provides for neighbourhood centres and public open spaces. A mix of activities and densities are provided for which will assist with achieving a variety of living choices and diverse communities.
S51 Heritage Estates 2000 Limited	S51.019	7A: Policy 1.2	Oppose	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	The amendment to Polices 1.2, 1.3, 1.4 are non-specific to the Aokautere Residential Area (Map 7A.4) insert and are opposed.
S51 Heritage Estates 2000 Limited	S51.020	7A: Policy 1.3	Oppose	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	The amendment to Polices 1.2, 1.3, 1.4 are non-specific to the Aokautere Residential Area (Map 7A.4) insert and are opposed.
S33 Fire and Emergency New Zealand	S33.003	7A: Policy 1.4	Support in part	FENZ supports Policy 1.4 insofar that it promotes the adequate provision of water supply to enable developments within Greenfield Residential Areas. However, FENZ seeks an amendment to Policy 1.4 to clearly promote the availability of water supply with sufficient firefighting capabilities.	Amend Policy 1.4 as follows: To ensure adequate provision of essential services to a level and within a timeframe that will enable development that is appropriate to its location and intended use including water <u>supply with sufficient capacity for firefighting purposes and</u> , wastewater and stormwater supply, telecommunications services, and electricity services.
S51 Heritage Estates 2000 Limited	S51.021	7A: Policy 1.4	Oppose	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents the restricts innovative alternatives and flexibility.	The amendment to Polices 1.2, 1.3, 1.4 are non-specific to the Aokautere Residential Area (Map 7A.4) insert and are opposed.
S51 Heritage Estates 2000 Limited	S51.022	7A: Policy 2.5	Oppose	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	The amendments to Policy 2.5 addition of bullet point 4 is opposed.
S51 Heritage Estates 2000 Limited	S51.023	7A: Policy 3.2	Support in part		The added bullet point text "Earthworks in the Aokautere Residential Area avoid adverse effects on the gully network." Support condition[a] to opposition on the definition of gully network.

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S33 Fire and Emergency New Zealand	S33.004	7A: Policy 3.4	Support	Fire and Emergency supports Policy 3.4 insofar as it requires subdivision in the Aokautere Residential Area to be carried out in a manner which does not exacerbate natural hazards.	Retain as drafted.
S51 Heritage Estates 2000 Limited	S51.024	7A: Policy 3.4	Support in part		Support condition[a] to opposition on the definition of gully network
S51 Heritage Estates 2000 Limited	S51.025	7A: Objective 4	Support		Added words "which does not result in adverse effects on the environment." Support
S77 Rangitāne O Manawatū	S77.008	7A: Objective 4	Support	Support ensuring stormwater management does not result in adverse effects on the environment.	Retain as notified.
S51 Heritage Estates 2000 Limited	S51.026	7A: Policy 4.3	Oppose		Amended and added wording at 4.3 and 4.4 are opposed.
S51 Heritage Estates 2000 Limited	S51.027	7A: Policy 4.4	Oppose		Amended and added wording at 4.3 and 4.4 are opposed.
S51 Heritage Estates 2000 Limited	S51.028	7A: Policy 4.6	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording 4.6 to 4.9 is conditionally supported, HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set out in other parts of this submission.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.014	7A: Policy 4.6	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S77 Rangitāne O Manawatū	S77.009	7A: Policy 4.6	Support	Flooding mitigation through green infrastructure, including accommodation of detention ponds and infrastructure is supported.	Retain as notified.
S77 Rangitāne O Manawatū	S77.016	7A: Policy 4.6	Support	Support ensuring stormwater management does not result in adverse effects on the environment.	Retain as notified.

SUBMITTER	Submission Point Number	Plan Provision	Support/ Oppose	Reasons	Decision Requested
S50 Palmerston North City Council	S50.011	7A: Policy 4.7	Support	Policy 4.7 refers to the Aokautere Church Stream, Moonshine Valley Reserve Stream and Tutukiwi Reserve Stream "as shown on the Aokautere Structure Plan" but these are not illustrated on the relevant structure plans. The Aokautere Structure Plan should be updated to include these features.	That the Aokautere Structure Plan be updated to include reference to the Aokautere Church Stream, Moonshine Valley Reserve Stream and Tutukiwi Reserve Stream.
S51 Heritage Estates 2000 Limited	S51.029	7A: Policy 4.7	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording 4.6 to 4.9 is conditionally supported, HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set- out in other parts of this submission.
S77 Rangitāne O Manawatū	S77.017	7A: Policy 4.7	Support	Support ensuring stormwater management does not result in adverse effects on the environment.	Retain as notified.
S50 Palmerston North City Council	S50.012	7A: Policy 4.8	Support	Policy 4.8 includes a reference to 'stormwater ponds' and notes that these are referenced on the structure plan. The structure plan only refers to these as [detention] ponds.	That Policy 4.8 is amended as follows: 4.8 To require the design and management of stormwater to incorporate the stormwater management areas, and stormwater <u>detention</u> ponds shown on the Aokautere Structure Plan
S51 Heritage Estates 2000 Limited	S51.030	7A: Policy 4.8	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording 4.6 to 4.9 is conditionally supported, HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set- out in other parts of this submission.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.015	7A: Policy 4.8	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S77 Rangitāne O Manawatū	S77.018	7A: Policy 4.8	Support	Support ensuring stormwater management does not result in adverse effects on the environment.	Retain as notified.

SUBMITTER	Submission Point Number	Plan Provision	Support/ Oppose	Reasons	Decision Requested
S51 Heritage Estates 2000 Limited	S51.031	7A: Policy 4.9	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording 4.6 to 4.9 is conditionally supported, HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set- out in other parts of this submission.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.016	7A: Policy 4.9	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S77 Rangitāne O Manawatū	S77.010	7A: Policy 4.9	Support in part	Measures to integrate water sensitive design for management of water quality and quantity are supported, however, the flood mitigation detention ponds or other flood control methods should not be considered as water quality treatment devices, as proposed.	Clarify to ensure it is clear that flood mitigation detention ponds or other flood control methods are not water quality treatment devices.
S77 Rangitāne O Manawatū	S77.019	7A: Policy 4.9	Support	Support ensuring stormwater management does not result in adverse effects on the environment.	Retain as notified.
S45 PN Industrial and Residential Developments Ltd	S45.006	7A: Objective 5	Oppose	Of critical concern is the roading network shown on the Structure Plan. The landowners are required to give effect to and fund the roading layout shown on the Structure Plan, prior to undertaking any development within the Plan Change Area. Thus, we oppose the timing of construction requirement.	The submitter opposes the requirement for transport infrastructure to be completed prior to development, and the Non-Complying activity status proposed for applications which do not achieve this, as set out in Objective 5, Policy 5.10, R7A.5.2.2, and R10.6.5.6.
S51 Heritage Estates 2000 Limited	S51.032	7A: Objective 5	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.

SUBMITTER	Submission Point Number	Plan Provision	Support/ Oppose	Reasons	Decision Requested
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.017	7A: Objective 5	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S51 Heritage Estates 2000 Limited	S51.033	7A: Policy 5.1	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.018	7A: Policy 5.1	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S77 Rangitāne O Manawatū	S77.011	7A: Policy 5.1	Support	Plan Change G provides a range of housing choices and densities, and requires developers to provide a range of development outcomes that meet a broad range of community needs. This should be retained.	Retain as notified.
S51 Heritage Estates 2000 Limited	S51.034	7A: Policy 5.2	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S77 Rangitāne O Manawatū	S77.012	7A: Policy 5.2	Support	Plan Change G provides a range of housing choices and densities, and requires developers to provide a range of development outcomes that meet a broad range of community needs. This should be retained.	Retain as notified.

SUBMITTER	Submission Point Number	Plan Provision	Support/ Oppose	Reasons	Decision Requested
S51 Heritage Estates 2000 Limited	S51.035	7A: Policy 5.3	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.019	7A: Policy 5.3	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S77 Rangitāne O Manawatū	S77.013	7A: Policy 5.3	Support	Plan Change G provides a range of housing choices and densities, and requires developers to provide a range of development outcomes that meet a broad range of community needs. This should be retained.	Retain as notified.
S51 Heritage Estates 2000 Limited	S51.036	7A: Policy 5.4	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.020	7A: Policy 5.4	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S77 Rangitāne O Manawatū	S77.014	7A: Policy 5.4	Support	Plan Change G knits together areas of existing and new developments in a more cohesive spatial plan. Street connectivity, open space connectivity and the recreation network is important and should be retained.	Retain as notified.

SUBMITTER	Submission Point Number	Plan Provision	Support/ Oppose	Reasons	Decision Requested
				Higher density around the village and recreational areas should also be retained.	
S51 Heritage Estates 2000 Limited	S51.037	7A: Policy 5.5	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.021	7A: Policy 5.5	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S33 Fire and Emergency New Zealand	S33.005	7A: Policy 5.6	Support in part	FENZ supports Policy 5.6 insofar that it promotes the adequate provision of infrastructure to developments within the Aokautere Residential Area. However, FENZ seeks an amendment Policy 5.6 to clearly promote the availability of water supply with sufficient firefighting capabilities.	Amend Policy 5.6 as follows: To provide an adequate level of infrastructure, and services for the proposed development, <u>including wastewater, stormwater, and water supply with sufficient capacity for firefighting purposes.</u>
S51 Heritage Estates 2000 Limited	S51.038	7A: Policy 5.6	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S51 Heritage Estates 2000 Limited	S51.039	7A: Policy 5.7	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.

SUBMITTER	Submission Point Number	Plan Provision	Support/ Oppose	Reasons	Decision Requested
S33 Fire and Emergency New Zealand	S33.006	7A: Policy 5.8	Support in part	<p>FENZ supports Policy 5.8 insofar as it promotes the safe and efficient operation of the transport network for all developments associated with the Aokautere Structure Plan.</p> <p>Adequate access to both the source of a fire and a firefighting water supply is essential to the efficient operation of Fire and Emergency. As such, FENZ seeks to amend Policy 5.8 to ensure the design and layout of any subdivision provides a transport network that provides for sufficient access and efficient movement for emergency service vehicles.</p>	<p>Amend Policy 5.8 as follows:</p> <p><u>Provides sufficient access, and enables efficient movement throughout the network, for emergency service vehicles.</u></p>
S50 Palmerston North City Council	S50.013	7A: Policy 5.8	Support	<p>The policy refers to the provision of roads identified on the Aokautere Structure Plan but the intent (as also described in the policy) is to deliver the transport network including cycle and walking routes/paths. There is also potential repetition between this policy, and policy 5.12, and officers suggest including 5.12 into that policy.</p>	<p>Amend Policy 5.8 as follows:</p> <p>To ensure that the design and layout of any subdivision and development provides for roads <u>the transport network</u> identified on the Aokautere Structure Plan in a manner which:</p> <ul style="list-style-type: none"> • Achieves an accessible and permeable grid like pattern of development as shown on the Aokautere Structure Plan • Delivers a safe, legible and effective movement network which conforms to the One Network Framework and reflects Aokautere's hierarchy of street types (Map 7A.4A) and cross-sections (Map 7A.4D) • Avoids or minimises adverse effects on the safe and efficient operation, maintenance and access to network utilities and the transport network • Produces a fine-grained network of streets that provide: <ul style="list-style-type: none"> a. permeable and connected neighbourhoods; b. a choice of pathways; and c. access from two directions for most households. • Complements the street network with a web of trails in the gully reserves • Provides circuits of varying length for walking, jogging and cycling • Encourages active travel modes

SUBMITTER	Submission Point Number	Plan Provision	Support/ Oppose	Reasons	Decision Requested
					<ul style="list-style-type: none"> Provides a highly connected street layout which integrates with the surrounding transport network and includes pedestrian access, cycleways and recreational trails which link to open space corridors <p>That Policy 5.12 be deleted and that the numbering for subsequent policies be updated to reflect this.</p>
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.022	7A: Policy 5.8	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S51 Heritage Estates 2000 Limited	S51.040	7A: Policy 5.8	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S51 Heritage Estates 2000 Limited	S51.041	7A: Policy 5.9	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.023	7A: Policy 5.9	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan	[No specific relief sought]

SUBMITTER	Submission Point Number	Plan Provision	Support/ Oppose	Reasons	Decision Requested
				Change and this has widespread implications for the Plan provisions.	
S45 PN Industrial and Residential Developments Ltd	S45.007	7A: Policy 5.10	Oppose	Of critical concern is the roading network shown on the Structure Plan. The landowners are required to give effect to and fund the roading layout shown on the Structure Plan, prior to undertaking any development within the Plan Change Area. Thus, we oppose the timing of construction requirement.	The submitter opposes the requirement for transport infrastructure to be completed prior to development, and the Non-Complying activity status proposed for applications which do not achieve this, as set out in Objective 5, Policy 5.10, R7A.5.2.2, and R10.6.5.6.
S51 Heritage Estates 2000 Limited	S51.042	7A: Policy 5.10	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S51 Heritage Estates 2000 Limited	S51.043	7A: Policy 5.11	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S51 Heritage Estates 2000 Limited	S51.044	7A: Policy 5.12	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S51 Heritage Estates 2000 Limited	S51.045	7A: Policy 5.13	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.

SUBMITTER	Submission Point Number	Plan Provision	Support/ Oppose	Reasons	Decision Requested
S51 Heritage Estates 2000 Limited	S51.046	7A: Policy 5.14	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S51 Heritage Estates 2000 Limited	S51.047	7A: Policy 5.15	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.024	7A: Policy 5.15	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S45 PN Industrial and Residential Developments Ltd	S45.010	7A: Objective 6	Support in part	The submitter supports, in principle, the acquisition of gullies by PNCC for conservation and amenity purposes. However, PC:G requires that gullies are vested at the earliest subdivision opportunity, with little to no regard for how these will be accessed by Council for maintenance, enhancement, and installation of public access infrastructure.	It is sought that Objective 6 and Policy 6.6 be reworded to allow for gullies instead to be vested where they are contiguous to an area of land sought to be developed.
S51 Heritage Estates 2000 Limited	S51.048	7A: Objective 6	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S77 Rangitāne O Manawatū	S77.015	7A: Objective 6	Support	Existing indigenous vegetation and ecosystems in gully systems should be ecologically and culturally protected from inappropriate use and development.	Retain as notified.

SUBMITTER	Submission Point Number	Plan Provision	Support/ Oppose	Reasons	Decision Requested
S51 Heritage Estates 2000 Limited	S51.049	7A: Policy 6.1	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S77 Rangitāne O Manawatū	S77.020	7A: Policy 6.1	Support	<p>Generally supportive of policies to support implementation of Objective 6 and avoidance of adverse effects on the gully system and natural features.</p> <p>Future development responds to the escarpment-gully edge landforms, avoiding encroachment into the gully systems using a 5-m buffer strip. This minimises earthworks requirements and maintains public view shafts.</p> <p>Roads that follow gully edges are retained and housing that backs onto gully edges is minimised so that the gullies are maintained as public assets.</p>	Retain as notified.
S51 Heritage Estates 2000 Limited	S51.050	7A: Policy 6.2	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S77 Rangitāne O Manawatū	S77.021	7A: Policy 6.2	Support	<p>Generally supportive of policies to support implementation of Objective 6 and avoidance of adverse effects on the gully system and natural features.</p> <p>Future development responds to the escarpment-gully edge landforms, avoiding encroachment into the gully systems using a 5-m buffer strip. This minimises earthworks requirements and maintains public view shafts.</p> <p>Roads that follow gully edges are retained and</p>	Retain as notified.

SUBMITTER	Submission Point Number	Plan Provision	Support/ Oppose	Reasons	Decision Requested
				housing that backs onto gully edges is minimised so that the gullies are maintained as public assets.	
S51 Heritage Estates 2000 Limited	S51.051	7A: Policy 6.3	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S77 Rangitāne O Manawatū	S77.022	7A: Policy 6.3	Support	Generally supportive of policies to support implementation of Objective 6 and avoidance of adverse effects on the gully system and natural features. Existing indigenous vegetation and ecosystems in gully systems should be ecologically and culturally protected from inappropriate use and development.	Retain as notified.
S51 Heritage Estates 2000 Limited	S51.052	7A: Policy 6.4	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S77 Rangitāne O Manawatū	S77.023	7A: Policy 6.4	Support	Generally supportive of policies to support implementation of Objective 6 and avoidance of adverse effects on the gully system and natural features.	Retain as notified.
S51 Heritage Estates 2000 Limited	S51.053	7A: Policy 6.5	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S77 Rangitāne O Manawatū	S77.024	7A: Policy 6.5	Support	Generally supportive of policies to support implementation of Objective 6 and avoidance of adverse effects on the gully system and natural features.	Retain as notified.

SUBMITTER	Submission Point Number	Plan Provision	Support/ Oppose	Reasons	Decision Requested
S45 PN Industrial and Residential Developments Ltd	S45.011	7A: Policy 6.6	Support in part	The submitter supports, in principle, the acquisition of gullies by PNCC for conservation and amenity purposes. However, PC:G requires that gullies are vested at the earliest subdivision opportunity, with little to no regard for how these will be accessed by Council for maintenance, enhancement, and installation of public access infrastructure.	It is sought that Objective 6 and Policy 6.6 be reworded to allow for gullies instead to be vested where they are contiguous to an area of land sought to be developed.
S51 Heritage Estates 2000 Limited	S51.054	7A: Policy 6.6	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.025	7A: Policy 6.6	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S77 Rangitāne O Manawatū	S77.025	7A: Policy 6.6	Support	Generally supportive of policies to support implementation of Objective 6 and avoidance of adverse effects on the gully system and natural features. Support vesting of the gully network in council for conservation and amenity.	Retain as notified.
S51 Heritage Estates 2000 Limited	S51.055	7A: Policy 6.7	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S77 Rangitāne O Manawatū	S77.026	7A: Policy 6.7	Support	Generally supportive of policies to support implementation of Objective 6 and avoidance of adverse effects on the gully system and natural features.	Retain as notified.

SUBMITTER	Submission Point Number	Plan Provision	Support/ Oppose	Reasons	Decision Requested
S51 Heritage Estates 2000 Limited	S51.056	7A: Policy 6.8	Support in part	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents [or] restricts innovative alternatives and flexibility.	Added wording where it relates to the Aokautere Residential Area is conditionally supported. HEL opposes wording in relation to Structure Plan and/or Precinct plan in relation to these clauses as set-out in other parts of this submission.
S77 Rangitāne O Manawatū	S77.027	7A: Policy 6.8	Support	Generally supportive of policies to support implementation of Objective 6 and avoidance of adverse effects on the gully system and natural features.	Retain as notified.
S51 Heritage Estates 2000 Limited	S51.057	7A:4 Methods	Oppose		HEL opposes this wording and the Aokautere Structure Plan and Aokautere Masterplan being incorporated in the plan.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.026	7A:4 Methods	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S33 Fire and Emergency New Zealand	S33.007	R7A.5.2.1	Support in part	FENZ supports R7A.5.2.1 insofar as it controls subdivision in a Greenfield Residential Area. Adequate access to both the source of a fire and a firefighting water supply is essential to ensure the safe and efficient operation of FENZ in an emergency. As such, FENZ seeks an amendment to R7A.5.2.1 to provide Council with the ability to consider the extent to which firefighting water supply and access is provided for subdivisions within the Greenfield Residential Area. FENZ considers this will improve the safety and wellbeing of communities in these areas.	Amend R7A.5.2.1 as follows: Any subdivision in a Greenfield Residential Area which is not a Controlled Activity, and any cross lease, company lease or unit title subdivision creating allotments requiring vehicular or foot access to a road listed in 20.6.1.6 of the Land Transport Section as a State Highway or a Limited Access Road is a Restricted Discretionary Activity with regard to: ...u. <u>The extent to which sufficient firefighting water supply, and access to that supply, is provided.</u>
S51 Heritage Estates 2000 Limited	S51.058	R7A.5.2.1	Oppose		R7A.5.2.1, 1. c., 1.r., and 1.t. The added text wording is opposed it relates to all greenfield residential and is not a necessary

SUBMITTER	Submission Point Number	Plan Provision	Support/ Oppose	Reasons	Decision Requested
					consequential change that results from PCG
S77 Rangitāne O Manawatū	S77.029	R7A.5.2.1	Support	Support the additional matters of discretion to ensure adequate consideration of effects on the gully network and cultural values.	Retain as notified.
S33 Fire and Emergency New Zealand	S33.008	R7A.5.2.2	Support in part	FENZ supports R7A.5.2.2(b) insofar as it requires all new lots to have water supply connections. However, the provision of an adequate firefighting water supply, and access to that supply, is vital to ensure FENZ can effectively respond to a fire emergency. As such, FENZ seeks an amendment to this performance standard to ensure the design and layout of any subdivision provides a transport network that provides for sufficient access and efficient movement for emergency service vehicles. FENZ supports R7A.5.2.2(h) insofar as it sets out the transport network requirements for Aokautere Structure Plan. However, a reference to the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509:2008 has not been included therefore adequate consideration for emergency service vehicles is not assured. Adequate access to both the source of a fire and a firefighting water supply is essential to the efficient operation of FENZ in an emergency situation. FENZ considers that the standard is currently insufficient in providing safe and effective access for firefighting purposes throughout the transport network for Aokautere Structure Plan.	Amend as follows: (b) <u>Essential services x. All new lots must be provided with sufficient firefighting water supply, and access to that supply, in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509:2008.</u> (h) Transport Network Requirements for Aokautere Structure Plan As part of any subdivision within the Aokautere Residential Area the following infrastructure requirements must be completed and certified by Council before development, or in the case of (iii), (iv) and (v) below, completion and certification of the infrastructure requirements at the identified level of service thresholds must be provided for as part of the staging of the subdivision and development: <u>x. Safe and effective access for emergency service vehicles is provided in accordance with New Zealand Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509:2008;</u>
S45 PN Industrial and Residential Developments Ltd	S45.008	R7A.5.2.2	Oppose	Of critical concern is the roading network shown on the Structure Plan. The landowners are required to give effect to and fund the roading layout shown on the Structure Plan, prior to undertaking any development within the Plan Change Area. Thus, we oppose the timing of construction requirement.	The submitter opposes the requirement for transport infrastructure to be completed prior to development, and the Non-Complying activity status proposed for applications which do not achieve this, as set out in Objective 5, Policy 5.10, R7A.5.2.2, and R10.6.5.6.
S50 Palmerston North City Council	S50.014	R7A.5.2.2	Support	This standard should also refer to Map 7A.4E which also shows the 5 metre no build setback.	Amend R7A.5.2.2(a)(xvii) as follows: (xvii) how the subdivision proposal provides for the establishment and maintenance of

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					the 5 metre no-build setback identified on the Aokautere Structure Plan (Map 7A.4 <u>and</u> Map 7A.4.4E)
S50 Palmerston North City Council	S50.015	R7A.5.2.2	Support	References to 'contiguous developable land' should be amended to read 'contiguous Developable Land' to recognise that Developable Land is a defined term in Section 4: Definitions. Amend so the definition is capitalised.	Amend R7A.5.2.2(d)(iii) as follows: (d) Lot Size ... (iii) In the Aokautere Residential Area, no single lot shall be: Less than 400m ² of contiguous d Developable l Land within the Suburban Density Areas shown on the Aokautere Structure Plan, with the average area of lots available for residential purposes being at least 600m ² . In calculating the average lot area, no lots over 1000m ² shall be included. Less than 150m ² within the Medium Density Areas shown on the Aokautere Structure Plan, with the average minimum number of dwellings being 25 per hectare.
S51 Heritage Estates 2000 Limited	S51.059	R7A.5.2.2	Support		R7A.5.2.2 Performance Standards for Restricted Discretionary Activity (a) (v): Added text is specific to Aokautere Residential Area
S51 Heritage Estates 2000 Limited	S51.060	R7A.5.2.2	Oppose		R7A.5.2.2 Performance Standards for Restricted Discretionary Activity (a) Comprehensive Development Plan (viii), (ix), (xv), (xvi), (xvii), (xviii), (xix), (xx), (xxiii): The added text wording is opposed, it relates to all greenfield residential and is not a necessary consequential change that results from PCG. Where the text does relate to PCG, the text includes wording in relation to Structure Plan and/or Precinct plan which the submitter opposes. Aspects of the proposed text appear unworkable.

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S51 Heritage Estates 2000 Limited	S51.061	R7A.5.2.2	Oppose		R7A.5.2.2 Performance Standards for Restricted Discretionary Activity (b) Essential Services (v): This text relates to areas outside the PCG area and is opposed.
S51 Heritage Estates 2000 Limited	S51.062	R7A.5.2.2	Oppose		R7A.5.2.2 Performance Standards for Restricted Discretionary Activity (d) Lot size (ii) & (iii): Added text is opposed.
S51 Heritage Estates 2000 Limited	S51.063	R7A.5.2.2	Oppose		R7A.5.2.2 Performance Standards for Restricted Discretionary Activity (e) Cul- de-sacs (i): The proposed amendment to text is not supported. Retain the existing Plan text.
S51 Heritage Estates 2000 Limited	S51.064	R7A.5.2.2	Oppose		R7A.5.2.2 Performance Standards for Restricted Discretionary Activity (e) Cul- de-sacs (ii): The proposed amendment to text is not supported. Delete the proposed words "unless otherwise shown on the area's relevant Structure Plan."
S51 Heritage Estates 2000 Limited	S51.065	R7A.5.2.2	Oppose		R7A.5.2.2 Performance Standards for Restricted Discretionary Activity (g), (h): The proposed amendment to text is not supported. The submitter has concerns in relation to the flood modelling and land stability presented in the technical reports, although most of the text is specific to the Aokautere Residential Area, requirements for both flood modelling and transport network including climate change effects are unclear. Also refer to submission on definitions.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.027	R7A.5.2.2	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are	[No specific relief sought]

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				opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	
S77 Rangitāne O Manawatū	S77.028	R7A.5.2.2	Support	The use and incorporation of water sensitive design, including bioretention devices (rain gardens or wetlands) into the road layout and measures to ensure all discharge from impervious surfaces is directed to these devices for filtration and cleansing is supported.	Retain as notified.
S77 Rangitāne O Manawatū	S77.030	R7A.5.2.2	Support in part	The mauri from the whenua (lands) of Aokautere is collected in gully ecosystems and feeds the Manawatū Awa and Turitea Stream. Locally sourced species are necessary to ensure Mauri is not diminished through new use and development. An additional performance standard required under a comprehensive development plan would ensure that locally sourced species are considered during consenting processes.	Include an additional performance standard to ensure native planting is locally sourced. And Any alternative or consequential amendments that may be necessary or appropriate.
S51 Heritage Estates 2000 Limited	S51.066	R7A.5.2.3	Oppose	The submitter has concerns in relation to the flood modelling and land stability, landscaping, presented in the technical reports, although most of the text is specific to the Aokautere Residential Area, effects are unclear. Also refer to submission on definitions and submission as they relate to structure plans and/or precinct plans	R7A.5.2.3 Assessment Criteria for Restricted Discretionary Activity: R7A.5.2.3 (d): The proposed amendment to text is not supported.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.028	R7A.5.2.3	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S51 Heritage Estates 2000 Limited	S51.067	R7A.5.3.1	Support		Support amendment.
S51 Heritage Estates 2000 Limited	S51.068	R7A.5.5.1	Oppose		The proposed amendment to text is not supported.

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S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.029	R7A.5.5.1	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S3 Jason Raman	S3.001	Structure Plans (General)	Not Stated	<p>What are the rights of homeowners directly impacted by development/construction work where damages occurs to homes due to ground moving from heavy machinery and vehicles?</p> <p>What plans are in place to manage noise and air pollution from dust etc</p> <p>Also, with the new connection for 208 Pacific Drive, what disruption to access my property given new road needs to be constructed?</p> <p>What are timelines for construction to commence?</p>	New connection for 208 Pacific Drive and the development of new residential section next to 206 Pacific Drive. Please advice of what rights or compensation homeowners have to safeguard their homes from disruptions.
S43 Chris Teo-Sherrell	S43.002	Structure Plans (General)	Support in part	<p>I do not support the continued expansion of the built-up area of the city and think it would be better to create stronger incentives for intensification of use of the already built-up area. The demographic predictions for the city indicate that the number of households with children is not likely to greatly increase and there are plenty of existing houses and sections with adequate internal and external space for them. Instead we have numerous large houses occupied by one or two people. This is not good resource management.</p> <p>However, I recognise that, currently, it is difficult to prevent landowners from changing the use of their land and therefore it is better to have strong structure plans and requirements in place to control any change. In that regard, the Aokautere Urban Growth (Proposed Plan Change G) has considerable merit, incorporating a number of features that will result in greater diversity of housing stock on land that has comparatively low value for agricultural and horticultural purposes.</p>	I think it would be better to create stronger incentives for intensification of use of the already built-up area.

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S43 Chris Teo-Sherrell	S43.003	Structure Plans (General)	Oppose	Further development at Aokautere (Pacific Drive and environs) will exacerbate the car dependency of residents who live there because of the distance from most of the facilities in the city and the lack of really good public transport. This increased traffic will generate higher emissions of greenhouse gases (not just talking about exhaust pipe emissions here) and further degrade the liveability of Palmerston North - both in conflict with the higher order goals for the city.	[No specific relief sought]
S45 PN Industrial and Residential Developments Ltd	S45.003	Structure Plans (General)	Oppose	Of critical concern is the roading network shown on the Structure Plan. The landowners are required to give effect to and fund the roading layout shown on the Structure Plan, prior to undertaking any development within the Plan Change Area. Thus, we oppose the configuration of the roading shown. It is unclear what the purpose of this boulevard is, particularly in this suburban low-density location.	We seek the 'boulevard' within the residentially zoned portion of the Green Block is removed, and replaced with a conventional local road cross section.
S45 PN Industrial and Residential Developments Ltd	S45.004	Structure Plans (General)	Neutral	Of critical concern is the roading network shown on the Structure Plan. The landowners are required to give effect to and fund the roading layout shown on the Structure Plan, prior to undertaking any development within the Plan Change Area. Thus, we oppose both the timing of construction requirement, and the configuration of the roading shown.	Our client seeks the inclusion of a <i>notional</i> road connection to Turitea Road from the Green Block, rather than relying solely on a connection being provided by another landowner, from the southernmost block.
S45 PN Industrial and Residential Developments Ltd	S45.005	Structure Plans (General)	Neutral	Of critical concern is the roading network shown on the Structure Plan. The landowners are required to give effect to and fund the roading layout shown on the Structure Plan, prior to undertaking any development within the Plan Change Area. Thus, we oppose both the timing of construction requirement, and the configuration of the roading shown. It is considered that the break in the Valley Views Road shown on the proposed Structure Plan is at odds with the environmental outcomes sought by the Plan Change, for connectivity and avoidance of long cul-de-sacs.	It is sought this break in the road is removed, allowing for continued flow of traffic through the development area and avoidance of a lack of connectivity throughout. The scheme plan to be provided with the application to Council for "Stage 9" of the Valley Views subdivision is sought to be included within the Structure Plan (attached). It is further requested that the Structure Plan is amended in accordance with the approved subdivision, being Stage 8 of Pacific Drive, with Council reference SUB 6267.

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S50 Palmerston North City Council	S50.004	Structure Plans (General)	Support	<p>The key on the Aokautere Structure Plan creates confusion because it uses the label 'Aokautere Residential Area', and this is shown as being only the areas delineated in orange, when according to the proposed definition, it applies to the whole of the Greenfield Area.</p> <p>A change to the Definition for Aokautere in Section 3 is suggested so that it reads Aokautere Greenfield Residential Area. This would provide greater clarity to plan users and ensure that the different features within the Aokautere Structure Plan can be more easily delineated.</p> <p>The alignment of the Abby Road extension in the structure plans needs a minor adjustment to align with the Notice of Requirement for Abby Road.</p> <p>Map 7A.4D contains a minor error in the reference number for the Street Cross Sections, where it is recorded as 7A.3D 1-17 instead of 7A.4D 1-17.</p>	<p>That the Definition for Aokautere Residential Area be amended as follows: Aokautere <u>Greenfield</u> Residential Area means the Greenfield Residential Area shown in the Aokautere Structure Plan. That Map 7A.4D be amended so that the Street Cross Sections reference reads 7A.4D 1 -17 That the structure plan be amended to align the Abby Road extension with the Notice of Requirement for Abby Road. That any consequential amendments to the Structure Plan also be made.</p>
S51 Heritage Estates 2000 Limited	S51.008	Structure Plans (General)	Oppose	HEL opposes the inclusion of prescriptive detailed Structure Plans and/or Precinct Plans with supporting text in the plan that prevents the restricts innovative alternatives and flexibility.	[No specific relief sought]
S51 Heritage Estates 2000 Limited	S51.069	Structure Plans (General)	Oppose		The notified maps are opposed.
S53 Larry Harrison	S53.001	Structure Plans (General)	Oppose	Promontories - this cluster housing has a build line too close to hill face. Minimum 15 metres from hill face to protect against erosion, visual eyesore and too much housing resulting in stormwater management issues. The habitats in streams and surrounding bush will be at risk through increased stormwater from runoff above valley, which already struggles in a deluge. Too much at stake.	Promontories: D1-D5 rezoning: cluster housing. Maps 7A.4, 7A.4A, 7A.4B, 7A.4D. Stormwater G1-18 Map 7A, pg 32:Minimum 15m setback from hill-face for new builds. Minimum 5000m2 section size to ease water runoff for sections overlooking Moonshine Valley.
S53 Larry Harrison	S53.002	Structure Plans (General)	Oppose	Promontories - this cluster housing has a build line too close to hill face. Minimum 15 metres from hill face to protect against erosion, visual eyesore and too much housing resulting in stormwater management issues.	Promontories: D1-D5 rezoning: cluster housing. Maps 7A.4, 7A.4A, 7A.4B, 7A.4D. Minimum 15m setback from hill-face for new builds. Maximum two storey dwellings. No three

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					storey units.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.005	Structure Plans (General)	Support in part	Gully stormwater detention is supported however the main location for this for the North Village area will be immediately behind the new gully crossing which combines efficient access connection with designed detention.	Any structure plan should be amended to show this location for the detention. The broad location for this gully crossing is supported but the alignment shown is opposed. This matter is currently being addressed through LU6299 which provides for a gully road crossing and stormwater detention. The crossing of Gully G3 shown as "E" is also opposed as it is unlikely to be economically viable and other alternatives should be considered.
S61 Ngawai Farms Limited	S61.005	Structure Plans (General)	Support in part	<p>The proposed PCG, in accordance with Appendices 2 and 3, demonstrates a roading network to be located on Mr Water's property that provides connectivity to proposed peri-urban, local and urban connector roads and is an integral part of the proposed roading network. The acquisition of this land for roading purposes is detrimental to the current farming operation. There seems to be no provision for access to the rest of Mr Water's property, adjoining to the northeast of the proposed rezoned area. However provisions of future roading to the remainder of Mr Water's property could be provided via a revised structure plan that would include a roading extension from Council Designation No. 106 - Aokautere Water Supply leading to the east to connect to the remainder of Mr Waters property.</p> <p>A revised structure plan may need to include the provision for an alternative roading network contained outside Mr Waters property. This is on the basis that there is a limited provision on his property to be developed for residential purposes.</p>	<p>A revised structure plan to include provisions for providing roading access to the remaining of Mr Waters property to the north-east. Could include a roading extension from Council Designation No. 106 - Aokautere Water Supply leading to the east to connect to the remainder of Mr Waters property. An alternative roading network that does not include Mr Waters property. The revised structure plan could explore the option for a direct connection to Turitea Road from Mr Green's property and an alternative route that diverts away from connecting to Designation No. 106. If Council require this land to provide the roading network proposed, the process of how the Council will acquire this land.</p>

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S74 Elizabeth Endres	S74.001	Structure Plans (General)	Oppose	<p>I absolutely oppose multi-unit housing in this area of Aokautere.</p> <p>This type of housing belongs in the inner city not in a semi-rural area.</p> <p>This high-density housing on land prone to slips is a recipe for disaster. You only need to look at the number of subsidence events in the area. Extreme weather events are now occurring regularly and are no longer 1 in 50 and 100-year events as has been experienced this year alone. We should be learning from these events and not trying to mitigate disaster as this plan appears to try to do. High density housing is going to create considerably more run off and compound already problematic stability of the extensive gully network.</p>	To abolish all multi-unit and high-density housing in this area of Aokautere.
S86 Jayne Hewson	S86.001	Structure Plans (General)	Oppose	I do not want Valley Views to join up with the subdivision that householders will use to exit the subdivision, boy racers will turn into a racetrack and will provide criminals with multiple getaway options. It is a small country road that under this plan will be turned into a ring road for this subdivision. We are a rural community with stock, horses, small children on bikes, dogs, dog walkers, etc and this plan will alter the whole fabric of the road and cause a significant deterioration in the rural nature of Valley Views.	Do not join Valley Views to the subdivision and retain the rural residential nature of the area.
S36 Nathan Meyer	S36.001	Structure Plan: Map 7A.4	Oppose	I absolutely oppose the development of the D1-D4 Promontory clusters of multi-unit housing. What is the Council thinking? Below these narrow fingers of land is a special group of rural properties who are already suffering the erosion effects of development all around. [Submission includes photos of erosion damage]. Why on earth does PNCC plan to put multi density housing so close to a rural setting. Money, that's why.	I would seek the PNCC to completely scrap all multi density dwellings on the narrow fingers of land overlooking Moonshine Valley. There is absolutely zero need for this type of dwelling so far from the CBD. I still struggle to comprehend the thinking behind such thoughtless development.
S39 Anthony and Rosemary Gear	S39.004	Structure Plan: Map 7A.4	Oppose	Map 7A.4 Promontory Clusters D1-D4. Almost every house in Moonshine Valley and a number on Polson Hill will be impacted by the row of multi-unit and three storey dwellings all along the	A setback of 15m for all buildings from the edge of the hills with a height restriction of no more than two storeys. Map 7A.4 Promontory Clusters D1-D5. The 15m setback is a

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				<p>brow of the hills.</p> <p>The plan allows for groups of small sections lining the narrow Shared Local Streets connecting these developments with the wider Aokautere/ Summerhill roading network. Council argue that the trees on the hills will mitigate against the visual impact but not all the hills have trees and a lot are pines and eucalypts which can, and will, be felled in time.</p> <p>The three storey idea of the new dwellings is so that residents in these dwellings can have a view over the trees. Vision works both ways. They will be just as visible from the houses they overlook. The report also suggests that three storeys is necessary for the residents to see into the gullies and over the native trees that have yet to be planted. Native trees take at least 50 years to grow to anywhere near the height that would necessitate this and by then all these dwellings will have reached their use-by date. Where has the PNCC Design Principal in the District Plan gone where "Visual dominance from multi-unit development on neighbouring development is avoided"?</p> <p>Turitea Valley has not been identified as "Special Character" so why can they have this setback protection and we cannot? What is the reason Moonshine Valley is treated so differently and so detrimentally? It is not an equal playing field.</p>	<p>requirement for all dwellings overlooking Turitea Valley but so far has been denied for Moonshine Valley. The 15m setback and restriction of height to two storeys would help with the visual impact on Moonshine Valley. We have repeatedly asked for a transition area for the plateaux between the gully system in the Aokautere/ Summerhill area and above the Moonshine Valley area. Map 7A.4 A minimum 1ha subdivision zoning to connect the small residential sections in Woodgate and along Johnston Drive to the Rural Residential area of Moonshine Valley would solve all the problems of visual impact [and storm water discharge].</p>
S39 Anthony and Rosemary Gear	S39.005	Structure Plan: Map 7A.4	Oppose	<p>Council up to now have used the gully system in the Aokautere/Summerhill area to remove storm water from all the developments. With the climate challenges we now face this method is utterly unacceptable. We work in the Green Corridors gullies every day and have watched the water pouring off the existing developments into the gully system with detrimental effect.</p> <p>Adderstone Reserve drains the sections on one</p>	<p>A setback of 15m for all buildings from the edge of the hills with a height restriction of no more than two storeys. Map 7A.4 Promontory Clusters D1-D5. The 15m setback and restriction of height to two storeys would help to a limited extent ...[to] reduce the damage the extra storm water will cause to the already unstable slopes.</p> <p>We have repeatedly asked for a transition area for the plateaux between the gully</p>

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				<p>side of the Pacific Drive area, mostly through drains opening both on the sides of the gully and at the base. In all cases the water is now gauging deep ruts and the force of the water is destroying the vegetation, including uprooting well established kahikatea, a tree used to sitting in wet soil. In Upper Titoki the water off the top Cashmere Drive houses is pouring down the slopes into the water system at the base. In the last few weeks the watercourse has blown out in places where, in early winter, we could step across but now is so wide and deep we cannot cross without climbing down into the base and pulling ourselves up the crumbling bank the other side. The sides of the stream are falling into the water all along the course, taking plants with it, and this is getting worse with each rain event. The Moonshine Reserve has gone beyond this. Water off the subdivision at the head of the feeding gully (Brian Green Development) (G3 Map7A.4) has scoured out the base of this little reserve and changed the meandering and narrow stream into a water course that completely precludes any means to walk up this reserve. The whole base of this gully is now the water course and deep. The paper walking track PNCC proposed for this area can now never be built. The subdivision above this reserve (Brian Green Development) had a sediment pond to control the volume of water at any one time and take out the silt but neither had any effect. These two examples should be listened to by PNCC as our weather events are getting worse.</p>	<p>system in the Aokautere/Summerhill area and above the Moonshine Valley area. Map 7A.4 A minimum 1ha subdivision zoning to connect the small residential sections in Woodgate and along Johnston Drive to the Rural Residential area of Moonshine Valley would solve all the problems of ...storm water discharge.</p>
S41 Brett Guthrie	S41.006	Structure Plan: Map 7A.4	Oppose	<p>This submission supports the introduction of an integrated plan in principal. However, significant amendment is required, seeking greater consideration given to the special character of Moonshine Valley Rural Residential Area.</p> <p>The recommendation for a transition area "between the more intensive subdivision and development associated with the Aokautere residential area and the less intensive neighbouring rural area" was first</p>	<p>This submission seeks application of a transition area adjacent to Moonshine Valley retaining some of the existing Rural-Residential overlay. This will ensure that the District Plan policy sympathetic to the semi-rural and unique character of Moonshine Valley is fully implemented (DP 7.3 Objective 3.6 p.19, 7.15.4 p.77). The retention of a Rural-Residential overlay would provide a "clear gradation of</p>

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				<p>mooted 26 years ago in the Aokautere Design Guide (1996) produced for the PNCC Strategic Planning Unit. While then specifically relating to nearby Parkland, a transition area is in the District Plan and includes Moonshine Valley and Polson Hill (Plan Change G (PCG), Amendments to the District Plan Part 1 and DP, 10.6.1, d.1. p.16). The contributing architect and urban designer to the 1996 guide has now abandoned the transition area recommendation in the Aokautere PNCC Structure Plan 2019, 2022 and the PCG 2022. The exact opposite is now planned for reasons unclear and unsupported.</p> <p>The Council is also obliged by the Resource Management Act 1991 (Principle 7.c) to maintain elements of the existing rural amenity such as a sense of spaciousness.</p>	<p>development" avoiding the harsh abutment of the proposed smaller lots and multi-storied units with the Valleys 1.5 hectare minimum lot size (DP 10.6.1.1.d. p.16). This submission seeks a similar "interface" as for Turitea Valley and eastern Pacific Heights (PCG Rural-residential p.11).</p>
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.007	Structure Plan: Map 7A.4	Support in part	The provision for a retirement village within the structure plan is supported in principle.	The site area should extend southeast to the existing residential edge. The Structure Plan seeks a road access connection through 153 Pacific Drive. This is possible but will likely be secondary access to the retirement village only.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.009	Structure Plan: Map 7A.4	Oppose		The proposed gully edge road to Gully G3 is opposed in terms of the extent of undeveloped road frontage. A more nuanced approach is required that provides access to the gully with viewing points at that location and some breaks in the built form along this edge.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.010	Structure Plan: Map 7A.4	Support in part		The structure plan includes a connection from Abby Road to Johnstone Drive across Gully 10. That connection has already been the subject of a Notice of Requirement to designate the work and is supported in principle.

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S45 PN Industrial and Residential Developments Ltd	S45.002	Structure Plan: Map 7A.4A Street Hierarchy	Oppose	<p>Of critical concern is the roading network shown on the Structure Plan. The landowners are required to give effect to and fund the roading layout shown on the Structure Plan, prior to undertaking any development within the Plan Change Area. Thus, we oppose the configuration of the roading shown.</p> <p>We seek modification of the internal road layout - specifically to reconfigure the dog-leg within the proposed rural road, adjacent to the termination of Valley Views Road, and provide a straight alignment in this location. Our client has concerns regarding the safety of this alignment, considering the road geometry in this location combined with the speed environment of rural roads.</p>	<p>We request modification to the scheme plan to amend the configuration of this road. Specifically, to reconfigure the dog-leg within the proposed rural road, adjacent to the termination of Valley Views Road, and provide a straight alignment in this location.</p>
S43 Chris Teo-Sherrell	S43.007	Structure Plan: Map 7A.4C Aokautere Neighbourhood Centre - Precinct Plan	Oppose	<p>The design of the local commercial centre (refer Map 7A.4C): The proposed layout is much too car-dominated with parking being prioritised over creating a 'village square' which would have so many benefits especially in close proximity to the medium density housing area.</p> <p>Relatedly, it seems inappropriate to me that the street leading towards the local commercial centre from the east is marked 'A' in map 7A.4C, indicating that it is an urban connector. In fact, it wouldn't connect. It doesn't make sense to funnel vehicles through the local commercial centre (haven't we learned anything from the larger Square in the city centre?).</p>	<p>I request that the PNCC change the design of the local commercial centre to as to create a 'village square' without any motorised through traffic or motor vehicle parking within it.</p> <p>Parking should, in my view, be limited to the local street (marked B on Map 7A.4C) and to the activity streets marked A and B on Map 7A.4D (Street Types Map).</p> <p>The area marked 'C' on Map 7A.4D should be off limits to motor vehicles (with provision for mobility parking in the first available positions outside this area. Access for delivery of goods would still be convenient even if not necessarily right outside the door of all of the shops.</p> <p>If the area between the shops is made into a 'village square', without vehicle access as described above, then there is no need for the street marked 'A' to be an urban connector.</p>

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S43 Chris Teo-Sherrell	S43.009	Structure Plan: 7A.4D 1 -17 Street Cross Sections	Neutral	<p>The design of the streets (refer Map 7A.4D and Street Cross Sections 7A.3D 1-17): On the street designs generally, I believe that the urban connectors have been designed for a speed of 50km/h which is now recognised as inappropriate both from a safety perspective, a health perspective (higher emissions of particulates and NOx) and a major discourager of cycling. These should be designed with speed limits of no more than 40km/h and a carriageway intended for motor vehicles of no more than 6m.</p> <p>The local streets should all have, and be designed for, speed limits of 30km/h or lower.</p> <p>The activity streets A and B should have, and be designed for, speed limits of 10km/h as there are likely to be higher numbers of pedestrians in the vicinity of the local commercial centre.</p>	<p>I request that the PNCC:</p> <p>set speed limits of no more than 40km/h on Urban Connector roads; no more than 30km/h on Local Roads; and no more than 10km/h on Activity Streets throughout the Structure Plan area and design the streets to match those limits.</p>
S43 Chris Teo-Sherrell	S43.010	Structure Plan: 7A.4D 1 -17 Street Cross Sections	Oppose	<p>In several of the street cross sections, it is indicated that shared paths are incorporated. This is poor practice that deters walking because of the excessive speeds that too many cyclists and riders of micro-mobility devices travel at.</p>	<p>I request that the PNCC replace all shared paths with separated footpaths and cycle lanes/paths.</p> <p>Footpaths should be included and be for the sole use of people on foot or using mobility devices such as wheelchairs. The streets should be designed and speeds managed to provide safe passage for riders on the roadway, or separated from the roadway but separate from footpaths.</p>
S43 Chris Teo-Sherrell	S43.011	Structure Plan: 7A.4D 1 -17 Street Cross Sections	Neutral	<p>The Urban Connector A design (p6 of 26 in Appendix 3) is mostly good but a) the footpaths are of insufficient width (should be a minimum 1.8m); b) the cycle lanes are of insufficient width and have no buffer between the lane and parked cars. Both should be made 2m wide with an additional 0.5 as a buffer adjacent to the car parking. These changes would require 1.3 m to be removed from the carriage way and parking. 2m is ample for parking while a carriageway of 6.3m would still be possible.</p>	<p>I ask that the PNCC:</p> <p>adjust the cross-section designs of the urban connector streets to increase footpath width to a minimum of 1.8m; cycle lanes to 2.0m plus a buffer where adjacent to parking; and decrease the carriageway allocation to motor vehicles to no more than 6.3m.</p>

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				This would help to drivers to comply with a 40km/h speed limit.	
S43 Chris Teo-Sherrell	S43.012	Structure Plan: 7A.4D 1 -17 Street Cross Sections	Oppose	The Urban Connector A design (p6 of 26 in Appendix 3) is mostly good but a) the footpaths are of insufficient width (should be a minimum 1.8m); b) the cycle lanes are of insufficient width and have no buffer between the lane and parked cars. Both should be made 2m wide with an additional 0.5 as a buffer adjacent to the car parking. These changes would require 1.3 m to be removed from the carriage way and parking. 2m is ample for parking while a carriageway of 6.3m would still be possible. This would help to drivers to comply with a 40km/h speed limit.	Similar comments could be made about the other cross sections but instead of going through them all I ask you to adjust them so that: speed limits are 30km/h or less on all local streets, 40km/h or less on all the urban connector streets and 10km/h on the activity streets and designed to help drivers comply with those limits; that where speed limits are 30k/h or less that riders of bikes and micro mobility devices are required to ride on the carriageway and that the carriageway surface texture is such as to be suitable for small wheeled vehicles (i.e. fine chip or asphaltic concrete); that in all cases, separate provision is made for pedestrians and people dependent on mobility devices with high quality footpaths of no less than 1.8m width (i.e. no shared paths - they don't work for pedestrians).
S43 Chris Teo-Sherrell	S43.013	Structure Plan: 7A.4D 1 -17 Street Cross Sections	Support	Residential design controls: I noticed in the Urban Connector E diagram that front fences are to be restricted to 800mm and dwellings must be set back 6m from the front boundary. I support the former for the positive effects it has on visual surveillance and connectivity between dwellings and the road. And it just makes it look and feel so much better - one only has to compare Rosalie Terrace with Pacific Drive to see the value of lower fences. It also makes it safer for people using footpaths.	I request that the PNCC require the tops of front fences to be no more than 800mm above the ground.
S43 Chris Teo-Sherrell	S43.014	Structure Plan: 7A.4D 1 -17 Street Cross Sections	Oppose	Residential design controls: I noticed in the Urban Connector E diagram that front fences are to be restricted to 800mm and dwellings must be set back 6m from the front boundary.	I request that the PNCC: Allow the non-garage part of dwellings to be built up to 3m from the front boundary.

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				<p>I do not support the latter except for garages. I think the front of houses, excepting garages should be able to, but not required to, be built within 3m of the front boundary to increase the amount of private space people have at the rear of their properties as well as to increase the connectivity between dwellings and the street.</p> <p>However, it is really important that the front of garages are set back at least 7m from the front property boundary to avoid visual dominance of the streetscape by the garages and avoid the situation where cars parked on driveways overhang the property and obstruct the footpaths -something that is very common in areas where such controls don't exist.</p>	Require the front of garages to be no closer than 7m from the front boundary of the property.
S39 Anthony and Rosemary Gear	S39.003	Structure Plan: Map 7A.4D Street type Maps	Oppose	<p>Traffic. This issue has not been taken seriously. The answer is consistently "buses". Between 8am and 9am the volume of traffic feeding from Turitea Road, Old West Road, Ruapehu Drive, Pacific Drive, Johnston Drive, Moonshine Valley Road, Polson Drive and all the other minor roads comes together on Summerhill Drive and then over the bridge into town. To add another one thousand plus dwellings to this area will produce a snarl up worthy of Auckland. Hardly anyone in the whole Aokautere/ Summerhill area will not be affected and however many buses are supplied they will not reduce the traffic issue. People do not wish to walk 500m to 1km to catch a bus. No bus will travel up to the promontory clusters of dwellings above Moonshine Valley. The narrow shared Local Streets and dead ends are not easy for a bus and the volume of passengers will not be economically viable.</p>	We oppose those provisions which adversely impact traffic.
S43 Chris Teo-Sherrell	S43.008	Structure Plan: Map 7A.4D Street type Maps	Oppose	<p>It seems inappropriate to me that the street leading towards the local commercial centre from the east is marked 'A' in map 7A.4C, indicating that it is an urban connector. If the area between the shops is made into a 'village square', without vehicle access</p>	<p>I request that the PNCC change the status of the road marked 'A' in map 7A.4C from Urban Connector to Local and redesign to accordingly.</p> <p>Even if are vehicles are allowed to pass</p>

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				<p>[see submission point 43.007], then there is no need for the street marked 'A' to be an urban connector. In fact it wouldn't connect. It doesn't make sense to funnel vehicles through the local commercial centre (haven't we learned anything from the larger Square in the city centre?).</p> <p>I generally agree with the proposed hierarchy of streets with the exception of the access to the local commercial centre (marked 'A' in map 7A.4C but just coloured blue in map 7A.4D and not lettered there).</p> <p>I think this is inappropriate and unnecessary. There is an urban connector (marked blue F) a short distance away linking to Pacific Drive and it is poor design to send signals inviting vehicle traffic to travel through the local commercial centre.</p>	<p>through the local commercial centre, the approach roads should not be considered as urban connectors but as local access streets and designed to keep speeds down to 30km/h and to be shared by people on wheels.</p>
S43 Chris Teo-Sherrell	S43.015	Structure Plan: Map 7A.4D Street type Maps	Oppose	<p>Public transit routes: Map 7A.4D suggests that public transit is only provided for along Aokautere Drive. Surely this must be an error. If the plan is to contribute at all towards the City's greenhouse gas emissions goals and to create a neighbourhood that isn't car dependent in the way most others in the city are, then there must be public transport provided to the area.</p>	<p>I request that the PNCC ensure that provision is made for public transport routes (including the location of shelters so that there aren't obstacles to installing them) through the Structure Plan area.</p> <p>There is an obvious route using Johnstone Drive to leave Aokautere Drive then following the urban connector streets upslope to the top of the area covered by the plan and then returning via Pacific Drive to rejoin Aokautere Drive, or occasionally, as an alternative, via Valley Views and Turitea Roads. The route does not need to, and should not, go through the local commercial centre but can go close by it on the route described.</p>
S11 Des Waters	S11.001	Structure Plan: Map 7A.4E Adderstone Reserve Option	Oppose	<p>The green space is what makes us special. The roads and schools won't cope. The public transport is not good enough. The cost associated with getting across town will impact on some individuals.</p>	<p>I would like the proposal to be dropped and more green space and keep existing green space.</p>

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				<p>The shops and infrastructure is at capacity at the present time.</p> <p>The walk ways and foot paths are not kept well enough and are dangerous for the increased number of people especially young children.</p>	
S12 Ian King	S12.001	Structure Plan: Map 7A.4E Adderstone Reserve Option	Support	<p>The map is a little hard to follow re boundary of subdivisions and what's happening where and when it is proposed to happen.</p> <p>The coloured key looks different. The lines which show as solid lines but the key is in little squares and dots. And it's hard to read the letter points of interest or change. Thanks for sending it out but reading it and interpreting it is difficult.</p> <p>Needs a better presentation for the residents in the area where we live. It is very pleasant living here and we like the area after living in Hokowhitu for many years.</p>	<p>I support the proposal.</p> <p>The map needs to be clearer including the information on it.</p> <p>The information should have been split up and numbered to make it easier to read and find what's proposed.</p>
S13 Mary Morgan-Richards	S13.001	Structure Plan: Map 7A.4E Adderstone Reserve Option	Support in part	<p>I oppose development that reduces habitat for native plants and animals so wish to see an amendment that would provide greater protection for wetlands and canopy trees.</p>	<p>I oppose development that reduces habitat for native plants and animals so wish to see an amendment that would provide greater protection for wetlands and canopy trees.</p> <p>The council should identify mature native canopy trees within the Aokautere area and legally protect them.</p>
S13 Mary Morgan-Richards	S13.002	Structure Plan: Map 7A.4E Adderstone Reserve Option	Support in part	<p>Active transport is an excellent way of saving money on health care.</p> <p>Currently Turitea Road has a great deal of use by members of the public on bikes, walking dogs, jogging, riding horses. As with other local rural roads there are no footpaths, but the one-way bridges slow traffic. Map 7A.3E (H, I, Q) shows a new planned connection between Valley View Road and Turitea road. If this connection remains as a cycle/walking track it will be good news for the new development. Loop tracks are valuable for</p>	<p>I support the council making plans to improve paths for walking, jogging and cycling.</p> <p>Wish to see amendment - I do not wish to see this connection (I and Q) made into a road for cars. The increased traffic from the new housing has the potential to greatly increase traffic load on small roads not suitable for 80km/hour speeds.</p>

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				walking, jogging, cycling. If the connection I and Q is used by vehicles it will result in accidents as increased traffic compete with "active transport".	
S13 Mary Morgan-Richards	S13.003	Structure Plan: Map 7A.4E Adderstone Reserve Option	Support		I support the council making plans to increase housing in Palmerston North.
S39 Anthony and Rosemary Gear	S39.001	Structure Plan: Map 7A.4E Adderstone Reserve Option	Support	This will enhance the biodiversity of the region and afford important recreational facilities for the population of Palmerston North.	We support the proposed protection of the gully network G1-G18 Map 7A.3E in the Aokautere/Summerhill region, by rezoning to Conservation and Amenity Zone.
S39 Anthony and Rosemary Gear	S39.002	Structure Plan: Map 7A.4E Adderstone Reserve Option	Oppose	<p>In 1996 Graeme McIndoe Architect recommended the Parklands area (the area between Summerhill and Moonshine Valley, including Woodgate) be zoned for large residential areas to act as a transition area between small residential sections and larger rural residential sections and this has since been incorporated into the District Plan for Moonshine Valley and Polson Hill.</p> <p>For reasons we do not understand this plan for the same area has been dropped completely although the same issues remain. We can only suggest this is because Government have issued a requirement that Councils provide more housing due to the Housing crisis and advocated intensification of houses. However they also advocated that these developments are situated near to, and in, city centres. They did not advocate putting them out in an area with many challenges, not only topographical but also logistical. In addition, Government did not include Palmerston North in their directive of multi-unit dwellings. Why would PNCC decide this multi-unit three storey design should be developed so far from the city centre and the amenities there, when they have not advocated this plan anywhere else within the Palmerston North area even though there are many far better areas suited to this?</p>	<p>We deplore the proposed rezoning of the flat land between these gullies, D1-D5 Map 7A.3E. Maintain the rural-residential zoning for the promontories D1-5 with minimum section size of 1 hectare.</p> <p>Setback rule of 15 metres from the boundary adjacent to the slopes.</p> <p>We have repeatedly asked for a transition area for the plateaux between the gully system in the Aokautere/Summerhill area and above the Moonshine Valley area.</p> <p>Map 7A.4 A minimum 1ha subdivision zoning to connect the small residential sections in Woodgate and along Johnston Drive to the Rural Residential area of Moonshine Valley would solve all the problems of both Visual Impact and storm water discharge.</p>

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S43 Chris Teo-Sherrell	S43.004	Structure Plan: Map 7A.4E Adderstone Reserve Option	Support in part	<p>The distribution of recreational land: While there is naturally a wide distribution of conservation and amenity land (the gullies) in the area, the proposal does not include an adequate distribution of flat recreational areas where people might be able to play a wide array of small-scale games. I am not talking here about full-sized pitches but areas where say 10 people might be able to kick a ball around. There is a sports field with space for full sized pitches at the bottom of Pacific Drive (although it needs drainage improvement to be truly useful).</p> <p>The only provision that has been made for such areas is the remnant of the flat part of Adderstone Reserve and the properties at 95 Pacific Drive and the areas in the middle of the medium density housing area. The first two of these are well down the hill at the north end of the area covered by the Structure Plan. The distance from there to the upper part of the area covered by the Plan is as much as 3km - too great a distance for most people to walk to and for younger (but independent) children, too far to cycle. The proposed flat recreational land within the medium density area will largely serve the needs of those living close by and is a good feature of the plan but is likely to be get a lot of use. Peace Tree Reserve at about 181 Pacific Drive has been developed in a way that precludes the sort of games I refer to.</p> <p>There is a need for at least one further small (single lot) flat recreational land area to be included somewhere a short distance upslope from the intersection of Pacific Drive and Atlantic Drive.</p>	I request that the PNCC include in the Structure Plan at least one additional small, flat recreational reserve towards the upper end of the Structure Plan area.
S43 Chris Teo-Sherrell	S43.006	Structure Plan: Map 7A.4E Adderstone Reserve Option	Oppose	The zoning of land on the Pacific Drive spur (refer Map 7A.4E and 7A.4G): It appears that land on the Pacific Drive spur as well as below the escarpment in the Turitea Valley at the southern end of the Proposed Plan Area is proposed to be zoned as rural residential.	I request that the PNCC zone the area on the Pacific Drive spur, at the most upslope end of the Structure Plan area as Residential not Rural Residential while keeping that in the Turitea Valley as Rural

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				<p>Given the presence of the Turitea Reservoir and Dam and the possibility of it being catastrophically damaged in an earthquake I agree that use of the land within the valley should be limited to low density. However, the land on the spur itself should be utilised more intensively in keeping with good resource management and I see no good reason for any of it to be zoned rural-residential.</p>	Residential.
S44 Sonya Park	S44.001	Structure Plan: Map 7A.4E Adderstone Reserve Option	Oppose	<p>The Tutukiwi Reserve stream runs adjacent to my property border and in periods of moderate to heavy rainfalls, the water has increased from a 3-metre stream into a 20-metre torrent and has at times, submerged the whole corner of the Tutukiwi Reserve bordering my fence line. In these instances, the 3-metre stream becomes a 50-meter flood plain.</p> <p>On 23rd August 2022, the Tutukiwi Reserve car park was fully underwater after one night of heavy rain and the Tutukiwi Reserve stream does flood regularly after only moderate rainfall.</p> <p>The proposed D1-D5 Multi unit dwellings are positioned on the borders of gullies that flow water into the Aokautere Church stream, the Moonshine Valley Reserve stream and the Tutukiwi Reserve stream.</p> <p>The Adderstone Reserve public walkway is already showing signs of erosion, making it dangerous for the public to enjoy this communal area. The walking planks over the stream in Hokonui Heights have been washed away in the recent rain events due to the increasing rainfalls we are experiencing.</p> <p>Before any proposed development has begun, the gulley's surrounding Moonshine Valley and the streams within the valley are having to cope with naturally increasing rainfalls.</p>	<p>I wish to have amended the D1-D5 multi-unit housing proposal.</p> <p>I suggest moving the D1-D5 Multi Unit Housing sites further away from the gullies that feed the Tutukiwi Reserve stream, Aokautere Church stream and the Moonshine Valley Reserve stream.</p>

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				<p>Stormwater runoff after the proposed development will exacerbate the erosion and the demands of the streams and gullies will worsen due to this proposal diverting storm water into the Moonshine Valley catchment area.</p> <p>First photo [attached - floodpic1] taken August 2020, showing Tutukiwi stream flooding across Tutukiwi reserve and lapping at my boundary fence.</p> <p>Second photo [attached - floodpic2] is the Tutukiwi carpark under water, taken on the 23rd August 2022, after one night's rain.</p>	
S52 Elana Garcia	S52.001	Structure Plan: Map 7A.4E Adderstone Reserve Option	Oppose	I do not support any loss of the Adderstone Reserve to development. Part of why we moved to this neighbourhood is the access to green space and room to play outdoors with our children. I would be sad to see the loss of the reserve for additional housing or commercial prospects (there is plenty being built across the ravine from us as we speak).	No Rezoning of Aokautere. Please consider an alternative to best meet the needs of our community.
S56 Paul and Jan Dixon	S56.001	Structure Plan: Map 7A.4E Adderstone Reserve Option	Not Stated	We understand the need to plan for future growth of the city but fear that the current proposal will increase dramatically the traffic on Turitea Road thereby equally dramatically decreasing the amenity value of Turitea Rd. This road is currently heavily utilised by runners, walkers, cyclists and horseriders.....Palmerston North is indeed fortunate to have such a space so close to the city centre. It will be of even greater value to future generations.	That any future development in the Aokautere/Turitea area does not erode this important leisure area. Further, that PNCC considers developing high-density housing nearer to the city rather than sprawling dev. over farmland.
S71 Susan and Yann Le Moigne	S71.001	Structure Plan: Map 7A.4E Adderstone Reserve Option	Oppose	This road is currently serving well the existing residents of Abby Road and Woodgate Road. However, it is a narrow road and not suitable to become a connecting road to the proposed subdivision as the volume of traffic will be too great. The on street parking during the day and particularly in the evenings and weekends causes the road to become single lane and any further volume of traffic on Abby Road from the proposed subdivision will render it dangerous for drivers and for active transport users that use the road to	We oppose connecting the existing Abby Road (Point E on the Aokautere Structure Plan Map 7A.3E) to the proposed subdivision on Adderstone Reserve and the adjoining land. We propose that the existing Abby Road should become a cul-de-sac and all the traffic from the new subdivision is directed over the proposed connection to Johnstone Drive, where there is the choice to go left or right to leave the suburb. A shared off-road pathway for active

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				<p>connect to homes and Adderstone Reserve. Drivers will be dodging around parked vehicles and speeding to reach Pacific Drive. There is the high likelihood that with the proposed connection linking Abby Rd to Johnstone Drive, the existing Abby Road portion will become a rat race as drivers try to beat the traffic between Johnstone Road and Pacific Drive. This kind of driving behaviour is prevalent across all New Zealand cities and there is nothing to suggest it will not happen here as the traffic volumes and travel times increase due to the developments.</p> <p>By allowing Abby Road to be opened up to the proposed subdivision it then becomes an enabler to encourage people to use their cars rather than consider other transport options. By blocking the Abby Road access to cars from the new subdivision but keeping open an off-road shared path, new residents may consider using active transport modes or walking to the public transport system on Pacific Drive which is an efficient means of reaching the city centre, or to the supermarket on SH57.</p> <p>This thinking would be in line with the PNCC's 2021-31 active transport strategies where the measures of success are increasing walking and cycling, increasing bus passenger numbers, decreasing carbon emissions and decreasing reliance on private motor vehicles.</p>	<p>transport users could then be created from Adderstone Reserve and the new development to the existing Abby Road, and this will provide a safe route for these users, along a much quieter road than is currently being planned. This would be in line with the PNCC's 2021-31 strategies of promoting safer active transport.</p>
S71 Susan and Yann Le Moigne	S71.002	Structure Plan: Map 7A.4E Adderstone Reserve Option	Oppose	<p>This shared path should be moved to the northern side (City side) between the Ruapehu Drive, it is wider and has a better view of the traffic coming from the east. The south side is narrow (especially at the Pacific Dr. point) and cyclists, walkers and other active transport users will be too close to the heavy traffic and high volume of vehicles that use SH57, particularly the large trucks coming from Hawkes Bay and that are traveling south (as well as the quarry trucks).</p>	<p>We oppose No.3 on Aokautere Structure Plan Map 7A.3E; Proposed Shared path on South side of Aokautere Drive between Johnstone Drive and Pacific Drive. We propose that it should be moved to the northern side of SH57 from Ruapehu Dr. to the Adderstone Reserve entrance. It should be separate from the road, a white line and green paint will not protect users. Safe pedestrian/cycle crossings need to be</p>

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					installed across SH57 to help these active transport users safely navigate across this extremely busy road (only one (P) seems to have been proposed).
S71 Susan and Yann Le Moigne	S71.003	Structure Plan: Map 7A.4E Adderstone Reserve Option	Oppose	<p>Reasons for this are:</p> <p>Water run-off: The hard surfaces of roads and houses will increase water run-off into the gullies which will cause sedimentation build up in the waterways, and increase the occurrence of slips which the land is prone to. Many small and medium sized slips can be seen happening in the gullies every wet season. A buffer zone will help absorb some of the water before it flows down some of the steep sided gullies, especially those which do not currently have any significant vegetation on them. All the gullies' waters flow eventually to the Manawatū.</p> <p>The PNCC's Palmy 2021-31 Eco city goal priority number 1 (pg 4) is to respect and enhance the mauri of the Manawatū, so protecting the gullies' margins with a buffer zone will help meet this goal by reducing sedimentation and slips.</p>	<p>We propose that better protection for the gullies G1-G18 in the proposed plan is required.</p> <p>Buffer zones of land approximately 30 metres wide between housing and roads and the gullies' edges should be created to help protect the gullies. Whilst not all the gullies have yet been planted out steps should be put in place to protect them before development takes place.</p>
S71 Susan and Yann Le Moigne	S71.004	Structure Plan: Map 7A.4E Adderstone Reserve Option	Oppose	<p>Emerging canopy trees: such as totara, kahikatea, matai, rewarewa, tawa and hinau and other trees will be at risk from pruning, poisoning or removal if housing is too close to the gullies, as they will potentially cause shade and block views, this is already an issue at the Pacific Drive end of Adderstone Reserve, with six twenty year old trees being felled by a neighbour.</p>	<p>We propose that better protection for the gullies G1-G18 in the proposed plan is required.</p> <p>Buffer zones of land approximately 30 metres wide between housing and roads and the gullies' edges should be created to help protect the gullies. Whilst not all the gullies have yet been planted out steps should be put in place to protect them before development takes place.</p>
S71 Susan and Yann Le Moigne	S71.005	Structure Plan: Map 7A.4E Adderstone Reserve Option	Oppose	<p>Fly tipping by close-by residents: By having a buffer zone between the housing and the gullies, fly tipping and green waste tipping into the gullies would be minimised. It will also reduce the temptation by the developers and builders to tip</p>	<p>We propose that better protection for the gullies G1-G18 in the proposed plan is required.</p> <p>Buffer zones of land approximately 30 metres wide between housing and roads</p>

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				<p>their waste into the gully as can be seen in Upper Pari, Manga-O-Tane gullies and elsewhere. Green waste fly tipping will introduce noxious and invasive weeds in the gully as has happened in the past.</p> <p>Encroachment by future property owners to use the common land for their own purposes as can be seen around many regenerating gullies where exotic and invasive weedy plants are planted amongst indigenous plants.</p>	<p>and the gullies' edges should be created to help protect the gullies. Whilst not all the gullies have yet been planted out steps should be put in place to protect them before development takes place.</p> <p>A buffer zone would also allow for walking paths to be created around the gullies and provide access into the gullies for revegetation, pest control and weed maintenance projects.</p>
S71 Susan and Yann Le Moigne	S71.006	Structure Plan: Map 7A.4E Adderstone Reserve Option	Oppose	<p>There does not appear to be any safe off-road shared pathways allowed for through the proposed development. Off-road shared pathways allow for a wide variety of users from school children, elderly people, people with mobility issues, commuters, micro transport users as well recreational users to move safely around the neighbourhood.</p> <p>A planned off-road shared pathway through the development connecting all the various parts of the suburb would facilitate active transport use and reduce dependence on motor vehicle use. The Railway Reserve pathway in Nelson is an excellent example of such an off-road shared path, it links the city centre with Richmond. It has many access/exit routes along the way to different parts of the neighbourhood, a wide range of people use it for many purposes such as commuting, getting to school, shopping as well as for recreation. The high volume of people using this path is due to the fact that it is safe and away from traffic and connects people to where they want to go, it is also planted out and doubles as precious green space for people to enjoy.</p>	<p>We propose that a safe off-road shared pathway for active transport users through the proposed Aokautere development is provided for.</p> <p>Whilst there is a shared pathway at point Q in the Aokautere Structure Plan Map 7A.3E and useful for Valley Views it does not aid in helping active transport in the upper levels of the subdivision.</p> <p>With current government policies advocating for reductions in gas emissions from transport and PNCC's own 2021-31 strategic goals for a sustainable, eco-city that encourages active transport then planning for a shared off-road pathway in the Aokautere Structure Plan as an alternative means for people of all ages and abilities to move about (not on the road) should be considered.</p>
S72 Kerry Park	S72.001	Structure Plan: Map 7A.4E Adderstone Reserve Option	Oppose	My submission opposes the proposed plan change G to provide for additional housing because of the increased demands the proposed storm water management system will have on Moonshine Valley and the adverse effects created by erosion,	I wish to have amended the D1-D5 multi-unit housing proposal. I would like to see any multi-unit housing taken well away from the gully's that the current proposal has them adjacent to. This is to reduce the

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				<p>due to storm water being directed to the Moonshine Valley water catchment area.</p> <p>The Tutukiwi Reserve stream runs adjacent to my property border and in periods of moderate to heavy rainfalls, the water has increased from a 3-metre stream into a 20-metre torrent and has at times, submerged the whole corner of the Tutukiwi Reserve bordering my fence line. In these instances, the 3-metre stream becomes a 50-meter flood plain.</p> <p>On 23rd August 2022, the Tutukiwi Reserve car park was fully underwater after one night of heavy rain and the Tutukiwi Reserve stream does flood regularly after only moderate rainfall.</p> <p>The proposed D1-D5 Multi unit dwellings are positioned on the borders of gullies that flow water into the Aokautere Church stream, the Moonshine Valley Reserve stream and the Tutukiwi Reserve stream.</p> <p>The Adderstone Reserve public walkway is already showing signs of erosion, making it dangerous for the public to enjoy this communal area.</p> <p>The walking planks over the stream in Hokonui Heights have been washed away in the recent rain events due to the increasing rainfalls we are experiencing.</p> <p>Before any proposed development has begun, the gulley's surrounding Moonshine Valley and the streams within the valley are having to cope with naturally increasing rainfalls.</p> <p>Stormwater runoff after the proposed development will exacerbate the erosion and the demands of the streams and gullies will worsen due to this proposal diverting storm water into the Moonshine Valley</p>	<p>negative impact of stormwater on the surrounding gullies and streams. I suggest moving the D1-D5 Multi Unit Housing sites further away from the gullies that feed the Tutukiwi Reserve stream, Aokautere Church stream and the Moonshine Valley Reserve stream.</p>

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				<p>catchment area.</p> <p>[Photos provided]</p>	
S75 Gareth Orme	S75.001	Structure Plan: Map 7A.4E Adderstone Reserve Option	Support in part	<p>My input is around the integration of this expanded area in relation to its periphery. This extends to the safety and hauora of not only those who will populate this extension of Palmerston North but also the current residents.</p> <p>It also extends to infrastructure management with a focus on storm and wastewater management. The recent impact on Nelson, Marlborough and its capacity to handle extreme water run-off exposed the flow on effect of developing areas above populated valleys and sloping land; we need to be cognisant of the 'whole of system'.</p>	Adequate drainage to allow the land to be usable. The recent impact on Nelson, Marlborough and its capacity to handle extreme water run-off exposed the flow on effect of developing areas above populated valleys and sloping land; we need to be cognisant of the 'whole of system'.
S75 Gareth Orme	S75.002	Structure Plan: Map 7A.4E Adderstone Reserve Option	Support in part	<p>My input is around the integration of this expanded area in relation to its periphery. This extends to the safety and hauora of not only those who will populate this extension of Palmerston North but also the current residents.</p> <p>This largely arises from the capacity increase to vehicle traffic, pedestrians, personal electric commuters, cyclists and services. The impact: Assuming 1000 new houses, with an average of 2 vehicles per household (2018 census) then there is inevitably an increase to traffic of (conservatively) 1000 cars commuting to work, school, errands at each end of the day, the bus services, contractors, maintenance, visitors.</p> <p>Access: There is a growing risk with the notable increase in population on the eastern side of the Manawatū River and that is concentrating all of the traffic and access through the Fitzherbert route. Over and above the inherent risk created with the sheer volume of 1000 new households and the ancillary activity it creates, there will be a time when the entire "Massey side" will have limited or no access</p>	Since the residential area is growing on the eastern arm of Summerhill and north-east of Pacific Drives it would be logical to create a secondary access route into the city across the Manawatū River east of the current route. This would further diminish the necessity to cross dangerous intersections for current residents.

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				to the city over the Manawatū River and this clearly will have a financial and safety impact.	
S75 Gareth Orme	S75.003	Structure Plan: Map 7A.4E Adderstone Reserve Option	Support in part	There is currently notable risk for residents exiting the Johnstone Drive, Pacific, Ruapehu, Silkwood and Cashmere intersections in vehicles and far greater risk for cyclists and pedestrians.	<p>In the immediate term there needs to be specific consideration of Intersections of:</p> <p>Cashmere Drive and Aokautere Drive/SH57 - A good candidate for a roundabout.</p> <p>Ruapehu Drive and Aokautere Drive/SH57 - Inclusion in the signalled Pacific Drive intersection design; or Hard median protected merging bay (right turn from Ruapehu to SH57).</p> <p>Ruapehu Drive and Summerhill Drive - Potential for a signalled intersection (concern around hidden queues over crest of Summerhill during peak flow).</p> <p>(P) Map 7A4E - New pedestrian crossing: less than ideal place for a crossing as it is just around a bend when heading east then ensuring the first few cars that stop are at risk of being rear-ended by traffic flowing from the city. Alternative might be between Cashmere Drive and Silkwood Place where there is notably better visibility.</p>
S75 Gareth Orme	S75.004	Structure Plan: Map 7A.4E Adderstone Reserve Option	Support in part	I certainly support the stated principle: 'Building a connected community'. My input is around the integration of this expanded area in relation to its periphery. This extends to the safety and hauora of not only those who will populate this extension of Palmerston North but also the current residents.	<p>Provision for properly constructed leisure parks - not just green area - create a community atmosphere.</p> <p>Adequate drainage to allow the land to be usable.</p> <p>Seating, trees, paths, children's areas.</p> <p>Flat turf for neighbourhood games (e.g. Football, cricket pitch/nets, touch, petanque, tennis ...).</p>
S83 Ben Somerton	S83.001	Structure Plan: Map 7A.4E Adderstone Reserve Option	Support		<p>Support A, B, C, D, E, F, G, H, I, J, K, M, O, P and Q.</p> <p>It would be more efficient to have the added connectivity throughout the neighbourhood,</p>

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					and to have a neighbourhood centre at B.
S83 Ben Somerton	S83.002	Structure Plan: Map 7A.4E Adderstone Reserve Option	Support	Multi-unit housing will be important for Palmerston North into the future to more efficiently use land space, and as a cheaper more easily maintained option for small families or singles/couples.	Support A, B, C, D, E, F, G, H, I, J, K, M, O, P and Q. I support proposed changes to Adderstone Reserve to make space for more residential houses.
S83 Ben Somerton	S83.003	Structure Plan: Map 7A.4E Adderstone Reserve Option	Support		Support A, B, C, D, E, F, G, H, I, J, K, M, O, P and Q. The junction upgrades are needed at M, N, O for safety and efficiency, and a junction upgrade is also needed at the intersection between Old West Road and Summerhill Drive, and the intersection between SH57 and Johnstone Drive. It is great to see the proposed Pedestrian Crossing at P, and the new shared pathway at 3, as currently it is very dangerous crossing the road by pedestrians and young cyclists, as there is a high speed limit and blind S bends in the road. I propose the pedestrian crossing at P be an underpass or over pass for increased safety, or the underpass/overpass could be done closer to the Summerhill shopping centre.
S83 Ben Somerton	S83.004	Structure Plan: Map 7A.4E Adderstone Reserve Option	Support	It is great to see the proposed Pedestrian Crossing at P, and the new shared pathway at 3, as currently it is very dangerous crossing the road by pedestrians and young cyclists, as there is a high speed limit and blind S bends in the road.	Support A, B, C, D, E, F, G, H, I, J, K, M, O, P and Q and 3. I propose the pedestrian crossing at P be an underpass or over pass for increased safety, or the underpass/overpass could be done closer to the Summerhill shopping centre.
S83 Ben Somerton	S83.005	Structure Plan: Map 7A.4E	Support	I support better management of stormwater in the Aokautere Growth Area, as to date developers have provided substandard stormwater systems. I	Support A, B, C, D, E, F, G, H, I, J, K, M, O, P and Q. The drainpipe that has been laid under the proposed road at the cross gully

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		Adderstone Reserve Option		support better management of earthwork effects, as given the nature of steep terrain in the reserves there is a risk of erosion.	link appears to be too narrow, as during high rain fall it appears water over flows the road, so it is proposed a larger diameter drain pipe is laid.
S83 Ben Somerton	S83.006	Structure Plan: Map 7A.4E Adderstone Reserve Option	Support in part	We have a spectacular Eastward view from our property at 88 Johnstone Drive, thus have chosen not to fence along that boundary or plant high plants, and it would be disappointing and a bit of an invasion of privacy for a walkway to be placed along the boundary of our section.	G1: I support the inclusion of walkways in the reserves in the community, however ask that a walkway is not placed in G1 that is too close (i.e. within 5 metres of the boundary) to properties along Johnstone Drive. As an alternative, people could walk along Johnstone Drive footpaths, and the footpath that will go along the road down the cross gully link.
S83 Ben Somerton	S83.007	Structure Plan: Map 7A.4E Adderstone Reserve Option	Support		It would be great to have a two-way cycle path that goes to Cliff Road from either Edenmore Terrace, Vaucluse Heights, Cashmere Drive or Ruapehu Drive, to provide a safer and more pleasant access to Fitzherbert Bridge by bike. Support public bus connections from Aokautere to town, so our son can catch the bus to get to PNINS.
S83 Ben Somerton	S83.008	Structure Plan: Map 7A.4E Adderstone Reserve Option	Support		I support proposed changes to Adderstone Reserve to make space for more residential houses.
S43 Chris Teo-Sherrell	S43.005	Structure Plan: Map 7A.4G Lot Pattern & Density (Adderstone Reserve Alternative)	Support in part	<p>The distribution of commercial land (refer Map 7A.4G): Currently it is proposed to have a commercial centre adjacent to, or part of, the medium density housing area. If there is to be a single such centre that is sensible.</p> <p>However, given the long narrow nature of the area covered by the Structure Plan this will still encourage a high level of car dependence for residents living beyond the medium density area. The distances to the centre from the peripheral parts of the area are too great for most people to consider walking or riding to, particularly if they</p>	I request that the PNCC include in the Structure Plan provision for appropriate (quiet and clean) commercial activities at other locations within the area so that more people can reach them by walking or riding. Again, a little upslope from the intersection of Pacific and Atlantic Drives would be one such suitable location but near other intersections would also be appropriate.

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				<p>have goods to carry.</p> <p>There need to be additional properties zoned to allow appropriate (quiet and clean) commercial activities at other locations to make the area truly amenable to active transport (destinations are needed not just footpaths).</p> <p>Having such small-scale commercial activities permitted at certain locations would ease the creation of local businesses and help create a sense of community.</p>	
S51 Heritage Estates 2000 Limited	S51.070	10: Policy 1.5	Oppose		All amendments to the Objectives and Policies are opposed, this includes the Policy 1.5 deletion.
S50 Palmerston North City Council	S50.017	10: Policy 11.3	Support	This policy should also refer to Map 7A.4E which also shows the 5 metre no build setback.	That Policy 11.3 be amended to include reference to all relevant Aokautere Structure Plans, as follows: 11.3 To ensure buildings, structures and landscaping are not located in the 5 metre no build setback identified on the Aokautere Structure Plan (Map 7A.4 & 7A.4E) to protect against the risk of natural hazards.
S51 Heritage Estates 2000 Limited	S51.071	10: Policy 11.3	Oppose		All amendments to the Objectives and Policies are opposed, this includes the addition of Policy 11.3 as it relates to Structure Plan maps.
S51 Heritage Estates 2000 Limited	S51.072	10: Objective 15	Oppose		All amendments to the Objectives and Policies are opposed, this includes Objective 15.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.030	10: Objective 15	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are	[No specific relief sought]

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				opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	
S51 Heritage Estates 2000 Limited	S51.073	10: Policy 15.1	Oppose		All amendments to the Objectives and Policies are opposed, this includes the Policy 1.5 deletion, the addition of Policy 11.3 as it relates to Structure Plan maps, Objective 15 and Policies 15.1 to 15.12.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.031	10: Policy 15.1	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S51 Heritage Estates 2000 Limited	S51.074	10: Policy 15.2	Oppose		All amendments to the Objectives and Policies are opposed, this includes the Policy 1.5 deletion, the addition of Policy 11.3 as it relates to Structure Plan maps, Objective 15 and Policies 15.1 to 15.12.
S51 Heritage Estates 2000 Limited	S51.075	10: Policy 15.3	Oppose		All amendments to the Objectives and Policies are opposed, this includes the Policy 1.5 deletion, the addition of Policy 11.3 as it relates to Structure Plan maps, Objective 15 and Policies 15.1 to 15.12.
S51 Heritage Estates 2000 Limited	S51.076	10: Policy 15.3	Oppose		All amendments to the Objectives and Policies are opposed, this includes the Policy 1.5 deletion, the addition of Policy 11.3 as it relates to Structure Plan maps, Objective 15 and Policies 15.1 to 15.12.
S51 Heritage Estates 2000 Limited	S51.077	10: Policy 15.4	Oppose		All amendments to the Objectives and Policies are opposed, this includes the Policy 1.5 deletion, the addition of Policy 11.3 as it relates to Structure Plan maps, Objective 15 and Policies 15.1 to 15.12.
S51 Heritage Estates 2000 Limited	S51.078	10: Policy 15.5	Oppose		All amendments to the Objectives and Policies are opposed, this includes the Policy 1.5 deletion, the addition of Policy

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					11.3 as it relates to Structure Plan maps, Objective 15 and Policies 15.1 to 15.12.
S51 Heritage Estates 2000 Limited	S51.079	10: Policy 15.6	Oppose		All amendments to the Objectives and Policies are opposed, this includes the Policy 1.5 deletion, the addition of Policy 11.3 as it relates to Structure Plan maps, Objective 15 and Policies 15.1 to 15.12.
S51 Heritage Estates 2000 Limited	S51.080	10: Policy 15.6	Oppose		All amendments to the Objectives and Policies are opposed, this includes the Policy 1.5 deletion, the addition of Policy 11.3 as it relates to Structure Plan maps, Objective 15 and Policies 15.1 to 15.12.
S51 Heritage Estates 2000 Limited	S51.081	10: Policy 15.7	Oppose		All amendments to the Objectives and Policies are opposed, this includes the Policy 1.5 deletion, the addition of Policy 11.3 as it relates to Structure Plan maps, Objective 15 and Policies 15.1 to 15.12.
S51 Heritage Estates 2000 Limited	S51.082	10: Policy 15.8	Oppose		All amendments to the Objectives and Policies are opposed, this includes the Policy 1.5 deletion, the addition of Policy 11.3 as it relates to Structure Plan maps, Objective 15 and Policies 15.1 to 15.12.
S51 Heritage Estates 2000 Limited	S51.083	10: Policy 15.9	Oppose		All amendments to the Objectives and Policies are opposed, this includes the Policy 1.5 deletion, the addition of Policy 11.3 as it relates to Structure Plan maps, Objective 15 and Policies 15.1 to 15.12.
S51 Heritage Estates 2000 Limited	S51.084	10: Policy 15.10	Oppose		All amendments to the Objectives and Policies are opposed, this includes the Policy 1.5 deletion, the addition of Policy 11.3 as it relates to Structure Plan maps, Objective 15 and Policies 15.1 to 15.12.
S51 Heritage Estates 2000 Limited	S51.085	10: Policy 15.11	Oppose		All amendments to the Objectives and Policies are opposed, this includes the Policy 1.5 deletion, the addition of Policy 11.3 as it relates to Structure Plan maps, Objective 15 and Policies 15.1 to 15.12.

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S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.032	10: Policy 15.11	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S51 Heritage Estates 2000 Limited	S51.086	10: Policy 15.12	Oppose		All amendments to the Objectives and Policies are opposed, this includes the Policy 1.5 deletion, the addition of Policy 11.3 as it relates to Structure Plan maps, Objective 15 and Policies 15.1 to 15.12.
S51 Heritage Estates 2000 Limited	S51.005	10.4: Methods	Oppose	HEL opposes the inclusion of Masterplan 'Method' as a non-regulatory tool that Council officers can consider for consenting under section 104 of the RMA.	HEL opposes this information is being incorporated by reference in District Plan.
S51 Heritage Estates 2000 Limited	S51.087	10.4: Methods	Oppose		The inclusion of the Aokautere Masterplan and the associated text is Opposed.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.033	10.4: Methods	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S50 Palmerston North City Council	S50.018	R10.6.1.1	Support	Plan Change G has introduced street typologies into the Structure Plans, which are consistent with Waka Kotahi's new One Network Road Classification (ONRC). The Operative Plan in Section 20: Land Transport uses outdated terminology for road typologies. Many of the operative typologies share characteristics with the ONRC versions. Council intends to undertake a future plan change to reclassify the street types to align with the ONRC. In the meantime, there is a mismatch between the terminology in the Aokautere Structure Plan and Section 20: Land	That Section 20.6 Rooding Hierarchy be amended to include the following Note to Plan Users: <u>...Note to Plan Users For the purpose of interpreting Map 7A.4D1-17 the following road typologies are to be assessed as follows:</u> <u>Urban connectors shall be considered Collector Roads, except Pacific Drive which is considered a Minor Arterial</u>

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				Transport. This has potential implications for how Vehicle Access provisions are assessed under R10.6.1.1(g). Council considers that there is benefit in retaining the ORNC terminology referenced in Plan Change G, so that it is set up to respond to the new network classification when it is implemented. Until a full implementation of the ONRC is promoted a transitional approach is suggested to be taken in Aokautere. This could be achieved through adding a new explanatory note in Section 20.6 that details how the following road types in Map 7A.4D1-17 be interpreted.	<u>Activity Streets shall be considered Pedestrian Streets</u> <u>Local Streets shall be considered Local Roads</u> <u>Peri-urban roads shall be considered Local Roads</u>
S51 Heritage Estates 2000 Limited	S51.088	R10.6.1.5	Oppose		R10.6.1.5 amendments to text. R10.6.1.5 (c), R10.6.1.5 (d), R10.6.1.5 (h);: All amendments proposed that are not specific to the Aokautere residential area PCG are opposed. All text that is not specific to Aokautere Residential area and would apply to areas outside the PCG mapped area is not considered a consequential change resulting from Aokautere Residential PCG and is opposed.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.034	R10.6.1.5	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S51 Heritage Estates 2000 Limited	S51.089	R10.6.3.2	Oppose		R10.6.3.2 i. Addition of "including Maximum Height and Height Recession Planes" and vii. Addition of "and access" is not specific to Aokautere Residential area and would apply to every Greenfield Residential Area and is not on the plan change
S51 Heritage Estates 2000 Limited	S51.090	R10.6.3.2	Oppose		R10.6.3.2 under "are Restricted Discretionary Activities with regard to:" Addition of "including timing of roading

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					<p>infrastructure, connectivity of the street network and effects on vehicular, pedestrian and cycle movement and safety" after the words "The safe and efficient operation of the roading network". The plan should enable private owner or developer led roading, pedestrian and cycle infrastructure provided it promotes the safe and efficient operation of the roading network and pedestrian/cycling connectivity. And the addition of the single word "Earthworks" is not specific to Aokautere Residential area and would apply to every Greenfield Residential Area and is not a consequential change resulting from Aokautere Residential PCG</p>
S51 Heritage Estates 2000 Limited	S51.091	R10.6.3.2	Oppose		<p>R10.6.3.2 Assessment Criteria item (i): Addition of "including through provision of a range of development density, housing types and forms and the opportunity for mixed use." is not specific to Aokautere Residential area PCG and would apply to every Greenfield Residential Area in other parts of the City and is not on the plan change</p>
S51 Heritage Estates 2000 Limited	S51.092	R10.6.3.2	Oppose		<p>R10.6.3.2 Assessment Criteria R10.6.3.2 (l): "(l) How use and development in the Aokautere Residential Area integrates with the neighbourhood centre identified in the Aokautere Neighbourhood Centre Precinct Plan (Map 7A.4C)". The addition is not supported as the map is too prescriptive and does not enable adjustment that may be required as development occurs.</p>
S51 Heritage Estates 2000 Limited	S51.093	R10.6.3.2	Oppose		<p>R10.6.3.2 Assessment Criteria R10.6.3.2 (o): "(o) Whether buildings, structures and landscaping have been avoided in the 5</p>

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					metre no-build setback identified on the Aokautere Structure Plan (Map 7A.4)". The addition is not supported as the map is too prescriptive and does not enable adjustment that is likely to be required as development occurs.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.035	R10.6.3.2	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S37 Lew Thompson	S37.001	R10.6.3.3	Oppose	We built a new family home in Moonshine Valley Road in October 1994. We moved out here for the special nature of Moonshine Valley, for its open space, lifestyle living and its privacy. 28 years later, this is still hugely important to us. I am open to the fact that the land above Moonshine Valley will one day be developed. But I care very much for what impact this may cause to our open space and privacy and the special nature of our valley.	I would be very much against having multi-storey units or apartments or high density building such as the Woodgate subdivision - this would go against everything about our lifestyle valley. I would be open to larger sections like Titirangi or Polson Hill Road if they were built well back from the Moonshine Valley boundary line.
S50 Palmerston North City Council	S50.019	R10.6.3.3	Support	A minor amendment is proposed to R10.6.3.3ix to clarify that the Aokautere Residential height, recession and setback requirements apply to area I. Deletion of the word "additional" for this performance standard heading is also requested as it is considered to be unnecessary.	Amend R10.6.3.3ix as follows: x. Additional Height, recession and setback requirements in the Aokautere Residential Area (a) No building shall exceed 11m within Area I. (b) All buildings within Area H shall be contained within a 45° plane commencing at 5m above ground level inclined inwards at right angles in plan for the front two thirds of the side boundary and 2.8m for the rear one-third of the side boundary (See Figure 10.2) unless it is located at the boundary of a Suburban Low Density allotment in which case the recession plan shown in Figure 10.1 applies.

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S51 Heritage Estates 2000 Limited	S51.094	R10.6.3.3	Oppose		<p>Addition of the word "Height" as the addition is not specific to Aokautere Residential area and would apply to every Greenfield Residential Area and is not on the plan change.</p> <p>The introduction of the words Site "density and" layout as the addition is not specific to Aokautere Residential area and would apply to every Greenfield Residential Area and is not on the plan change.</p>
S51 Heritage Estates 2000 Limited	S51.095	R10.6.3.3	Support		<p>[Support] R10.6.3.3 under Performance standards the addition at R10.6.3.3 iii. Site Coverage: The addition of "unless in the Aokautere Residential Area where a maximum site coverage of 45% applies."</p>
S51 Heritage Estates 2000 Limited	S51.096	R10.6.3.3	Support		<p>[Support] R10.6.3.3 under Performance standards the addition at R10.6.3.3 iv (b) bullet point 2: The addition of "A minimum of 8m² is in area, unless a unit in the Aokautere Residential Area has less than two bedrooms in which case a minimum of 5m² applies."</p>
S51 Heritage Estates 2000 Limited	S51.097	R10.6.3.3	Oppose		<p>R10.6.3.3 under Performance standards the addition at R10.6.3.3 vii. Stormwater Design: The addition of wording at bullet point 2 adding the word "demonstrate" is opposed.</p> <p>The addition of the fourth bullet point</p> <ul style="list-style-type: none"> • "demonstrate how the stormwater design aligns with the Stormwater Management Plan prepared under R7A.5.2.3(g)" is opposed and the addition of the addition of the fifth bullet point: • "demonstrate how adverse effects on the gully network in Aokautere will be avoided:." The proposed text is not specific to Aokautere Residential area and would apply to every Greenfield Residential Area and is

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					not a consequential change resulting from Aokautere Residential PCG.
S51 Heritage Estates 2000 Limited	S51.098	R10.6.3.3	Support		Introduced notified text "Additional height, recession and setback requirements in the Aokautere Residential Area ..." The proposed text is specific to Aokautere Residential Area.
S51 Heritage Estates 2000 Limited	S51.099	R10.6.3.3	Oppose		R10.6.3.3 under Performance standards the addition at R10.6.3.3 separation distances, x: Introduced notified text "x. Compliance with R10.6.1.5(c)(iv)." The addition is not supported as the Aokautere Residential Structure Plan is too prescriptive and does not enable adjustment that is likely to be required as development occurs. Flexibility in wording to enable greater or less than 5m should be considered for the setback.
S51 Heritage Estates 2000 Limited	S51.100	R10.6.3.3	Oppose		R10.6.3.3 Assessment Criteria 1 Character (f): Added text "development within the Aokautere Residential Area responds to the natural gully network, open space and the network of cycleways and recreational trails."
S51 Heritage Estates 2000 Limited	S51.101	R10.6.3.3	Oppose	R10.6.3.3 Assessment Criteria 2 Site Planning amendments to (a): "(a) buildings and related open spaces and landscaping are planned and designed together to deliver high levels of amenity within a range of housing types and forms dwellings and well- located, good quality open spaces, which are consistent with any relevant Greenfields Structure Plan and within the Hokowhitu Lagoon Residential Area provides a safe interface with the adjoining Manawatū Golf Course." The proposed text seeks to amend the assessment criteria of all current and future greenfield areas	[No specific relief sought]

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				rather than amending the plan text for the Aokautere Residential area notified.	
S51 Heritage Estates 2000 Limited	S51.102	R10.6.3.3	Oppose		R10.6.3.3 Assessment Criteria 5 infrastructure and Servicing (c): Item (c) is added but is not bold and underlined as notified. "(c) buildings, structures and landscaping are avoided in the 5 metre no-build setback identified on the Aokautere Structure Plan (Map 7A.4)". The addition is not supported as the Aokautere Residential Structure Plan is too prescriptive and does not enable adjustment that is likely to be required as development occurs. Flexibility in wording to enable greater or less than 5m should be considered for the setback, an average of 5m but not less than 3m in width for greater than 4m, or similar.
S51 Heritage Estates 2000 Limited	S51.103	R10.6.3.3	Support in part		Support subject to amendment to the notified text: R10.6.3.3 Assessment Criteria 6: The addition of Assessment Criteria 6 is supported with the following amendment 6. " <u>Aokautere Residential</u> Natural Hazards" in the title to the assessment criteria.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.036	R10.6.3.3	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S50 Palmerston North City Council	S50.020	R10.6.3.4	Support	R10.6.3.4 contains an incorrect cross reference. It should refer to Map 10.6.3.3(i) instead of 10.6.3.3(h). Area (h) refers to Whiskey Creek.	That R10.6.3.4 be amended to read as follows: R10.6.3.4 Non-Notification of Multi- Unit Residential Development Activities in the Hokowhitu Lagoon Residential Area and the Aokautere Residential Area

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					Applications made for restricted discretionary consent applications under R10.6.3.3 for sites associated with Map 10.6.3.3(g) and 10.6.3.3(hj) must not be publicly or limited notified.
S51 Heritage Estates 2000 Limited	S51.104	R10.6.3.4	Support		The text addition "and the Aokautere Residential Area" and map reference "and 10.6.3.3 (h)" is supported. The submitter remains opposed to the inclusion of the structure plan without greater flexibility for review and updating without a Schedule 1 process.
S45 PN Industrial and Residential Developments Ltd	S45.009	R10.6.5.6	Oppose	Of critical concern is the roading network shown on the Structure Plan. The landowners are required to give effect to and fund the roading layout shown on the Structure Plan, prior to undertaking any development within the Plan Change Area. Thus, we oppose the timing of construction requirement.	The submitter opposes the requirement for transport infrastructure to be completed prior to development, and the Non-Complying activity status proposed for applications which do not achieve this, as set out in Objective 5, Policy 5.10, R7A.5.2.2, and R10.6.5.6.
S50 Palmerston North City Council	S50.021	R10.6.5.6	Support	This is a proposed new rule, but is not shown underlined and bolded in the notified version of the Plan. The reference to R7A.5.2.2(i) is an error and should refer to (h).	That R10.6.5.6 be amended as follows: Show new rule in underline and bold and amend 'i' to 'h' as shown below. R10.6.5.6 Transport Infrastructure (Aokautere Residential Area) Notwithstanding the activity status set out in R10.6.1.5 and 10.6.3.2, all development that occurs before the completion and certification of the works identified in R7A.5.2.2(ih), within the stipulated timeframes, shall be a Non-Complying Activity.
S50 Palmerston North City Council	S50.022	R10.7.1.6	Support	R10.7.1.6 is missing a reference to Map 10.1A.	That R10.7.1.6 be amended as follows: R10.7.1.6 Limited Development Land in the Aokautere Development Area The following are Permitted Activities on any land shown as Limited Development land in

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					the Aokautere Development Area, as shown on Map 10.1 or Map 10.1A, provided they comply with the following Performance Standards: ...
S51 Heritage Estates 2000 Limited	S51.105	R10.7.4	Support		The deletion of "[Note: The following activities are also subject to R10.7.5.2 Non Complying Activities:]" is supported
S51 Heritage Estates 2000 Limited	S51.106	R10.7.4	Oppose		Opposed - The addition of "unless R10.7.5.2 applies, or in the case of Retirement Villages in Greenfield Residential Areas, R10.7.5.3 applies."
S51 Heritage Estates 2000 Limited	S51.107	R10.7.4	Oppose	The submitter remains opposed to the inclusion of the structure plan without greater flexibility for review and updating without a Schedule 1 process.	Assessment criteria k: The added text commences with "In respect of R10.7.4.6, and where they are proposed in Greenfield Residential Areas, how any activity:" and is followed by bullet points. The bullet points duplicate (in part) aspects of the Assessment Criteria a-i. The inserted text for Retirement Villages and Residential Care Centres in Greenfield Residential Areas and is linked to structure plans/or precinct plans but this text relates City Wide to future Greenfield Residential Areas across the City rather than to the Aokautere Residential Areas. The text should be rewritten to be on PCG and is not considered to be consequential changes as a result of the insertion of new rules, as necessary.
S51 Heritage Estates 2000 Limited	S51.108	R10.7.4	Oppose		Assessment criteria k. Note to Plan Users (deletions below the assessment criteria): Deleted text as it relates to R10.7.1.6 Limited Development Land in Aokautere: " A plan must be submitted to identify appropriate stormwater design for the development, and: • demonstrate how peak

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					run off volume is to be mitigated - how low impact development principles are applied - identify a secondary flow path." The deleted text appears relevant to R10.7.1.6 iii Drainage and water supply, particularly drainage and there is no explanation for the deletion of the guidance note with respect to stormwater design. The guidance note in the Plan appears helpful and should remain.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.012	R10.7.4	Oppose	A number of the design criteria are inappropriate for the environments that a retirement village will seek to create, nor are the prerequisite transport requirements necessary in all circumstances. Furthermore, it is apparent that these criteria are sought to apply to all Greenfield Residential Areas which parties with an interest of the other areas are unlikely to be aware of.	The submitters oppose the added Assessment Criteria for Retirement Villages and Residential Centre added in at R 10.7.4 (k).
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.037	R10.7.4	Oppose	10.7.4.6: All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S103 Flyers Investment Group Ltd	S103.001	R10.7.4	Oppose	Flyers Investment Group Ltd has recently been through a lengthy hearing process to determine a Private Plan Change for the Whiskey Creek Residential Area. The Whiskey Creek Residential Area will be an additional Greenfield Residential Area. The hearing is now closed and the panel is preparing their recommendation. As part of the process there was considerable expert conferencing of planners in relation to the wording of policies and rules for the area. To a very large extent the planners agreed on the plan provisions and this is recorded in various Joint Witness Statements and Joint Reports.	That R10.7.4.6 be deleted or if retained in any form is confined to the Aokautere Residential Area.

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				<p>The submitter was therefore very surprised to find that Proposed Plan Change G includes provisions that directly affect the rules applying to the Whiskey Creek Residential Area and were not revealed to the plan change requestor, submitters or to the Hearing Panel as part of the hearing process.</p> <p>The matter relates to the insertion of extensive design related assessment criteria at R 10.7.4.6 (k) that apply to all Greenfield Residential Areas with only the last part specifically cross referencing to transport network requirements for the Aokautere Residential Area.</p> <p>We understand that the proposed Structure Plan includes an option for a Retirement Village within the area and that has led to these proposed Assessment Criteria.</p> <p>The submitter considers that these assessment criteria are inappropriate for the Whiskey Creek Residential Area and any criteria added to the Plan by way of PC G should be limited to the Aokautere Residential Area only.</p> <p>Even if they were to apply, the submitter considers that they have potential to conflict with the design requirements of retirement villages.</p>	
S104 Arvida Group Ltd	S104.001	R10.7.4	Oppose	<p>Our understanding is that the Plan Change was specifically designed to facilitate urban growth within Aokautere. We understand there has been a Retirement Village option put forward with associated provisions to ensure the design of any retirement village meets the key principles and intended outcomes of the Aokautere Structure Plan.</p> <p>The s32 report goes on to discuss these new provisions as being the most efficient and effective way to enable a retirement village in the Aokautere</p>	<p>The submitter requests that the assessment criteria under Rule 10.7.4.6 (k) apply to the Aokautere Residential Area only where development is informed by a Masterplan. The submitter requests that the assessment criteria under Rule 10.7.4.6 (k) does not apply to other Greenfield Residential Areas.</p> <p>Should the assessment criteria under Rule 10.7.4.6 (k) apply in other Greenfield Residential Areas the design principles for each relevant Structure Plan should be</p>

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				<p>residential area that meets the objectives of the plan change, specifically Objective 15.</p> <p>The submitters concern lies with the implications of the proposed amendments to Section 10 of the Greenfield Residential Area and, as currently drafted, will apply to all retirement villages in Greenfield Residential Areas. Based on the contents of the s32 report, we assume that this was not intentional as no assessment of this wider implication has been made as required under s32 of the RMA.</p> <p>Particularly, the submitter is concerned with the Assessment Criteria in Rule 10.7.4.6. PC-G has been proposed with a Structure Plan developed with a high-level of detail, informed by a Master Plan. It includes options for a retirement village within the Aokautere Structure Plan.</p> <p>Other Structure Plans relevant to Greenfield Development Areas include:</p> <ul style="list-style-type: none"> a. The Whakarongo Residential Area Structure Plan; b. The Kikiwhenua Residential Structure Plan; and c. The Whiskey Creek Structure Plan (currently being decided by Commissioners). <p>The assessment criteria requires retirement villages to be:</p> <ul style="list-style-type: none"> a. "located as shown on any relevant structure plan and/or precinct plan". This is only relevant to the Aokautere Growth Area. b. "the roading and street layout as shown on the relevant structure plan and/or precinct plan"; and, c. "consistent with the design principles described for that Greenfield Residential Area in section 7A of the District Plan". This applies to all development within the Greenfield Residential Area (as per Policy 2.1 - Section 7A); and, in relation to the proposed Design Principles in the Whiskey Creek 	<p>clearly articulated, as this is not presently the case for either the Whakarongo Residential Area or the Kikiwhenua Residential Area (only the Whiskey Creek Private Plan Change). A decision-making framework should also enable the consideration of appropriate deviations and/or alternatives to the Structure Plan where it is consistent with and/or achieves the relevant design principles.</p>

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				<p>Residential Area (Policies 2.8 and 2.9 of the Private Plan Change). The submitter is not aware of any other design principles that apply, specific to the Whakarongo or Kikiwhenua Residential Structure Plan.</p> <p>The submitters concern remains that the provisions seek to retrofit retirement villages into the pattern "as shown" on structure plans which appear to have been originally developed based on conventional residential subdivision patterns. These structure plans have not had prior consideration of the specific characteristics of retirement villages, including: the range/diversity of activities (such as hospital care facilities, clubhouses and other facilities/amenities etc); the mixed building/unit typologies; smaller net site areas, sections depths etc; specific functional needs of retirement villages etc.</p> <p>The assessment criteria dictate prescribed solutions "as shown on the relevant structure plan". This is inconsistent with the matters of discretion for subdivision in the Greenfield Residential Zone under Rule 7A.5.2.1 which considers "the extent to which subdivision and development is in general accordance with the relevant Structure Plan for the area". Furthermore, this approach differs, for example, from the proposed provisions in the Whiskey Creek Plan Change (Policy 2.9) which enables a decision-making framework for consideration of a development which is not in general accordance with the relevant structure plan.</p>	
S51 Heritage Estates 2000 Limited	S51.109	R10.7.5.3	Oppose	The submitter remains opposed to the inclusion of the structure plan without greater flexibility for review and updating without a Schedule 1 process. There may be good reasons to relocate the position of this activity relative to the structure plan later and non-compliance should not be triggered in this	Opposed: Added text "R10.7.5.3 Retirement Villages in Aokatuere Residential Area Any new retirement village in the Aokautere Residential Area which is not located and developed in accordance with the Aokautere Structure Plan."

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				manner, particularly where the effects of the activity can be mitigated in any location.	
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.013	R10.7.5.3	Oppose		The submitters oppose the requirement for transport network improvements before any subdivision and also the proposed Non-Complying activity rules including R10.7.5.3.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.038	R10.7.5.3	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S50 Palmerston North City Council	S50.002	Map 10.1A	Support	Map 10.1A has poor resolution, which may make it difficult to interpret.	That an updated, higher resolution map be included. Amended Map 10.1A is attached as Appendix 1.
S50 Palmerston North City Council	S50.003	Map 10.1A	Support	Map 10.1A uses a different map key from the definitions used in the proposed provisions. The key needs to include a notation to illustrate that classes A and B are 'developable' and classes C, D and E are 'limited developable'. This will ensure clear delineation of 'developable' and 'limited developable' land for the purpose of the proposed provisions.	Change key to define Classes A+B as "Developable Land" and Classes C, D and E as "Limited Developable Land" Amended Map 10.1A is attached as Appendix 1.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.006	Map 10.1A	Oppose	The submitters are opposed to the retention of Map 10.1 which is superseded by Map 10.1A and should be removed as it is out of date and effectively replaced.	Remove Map 10.1.
S51 Heritage Estates 2000 Limited	S51.111	11.10: Objective 6	Support in part	The submitter remains opposed to the inclusion of the Aokautere Neighbourhood Centre Precinct Plan and Structure Plan without greater flexibility for review and updating without a Schedule 1 process.	The added text is specific to the Aokautere Residential Area and is supported, but the Policies 6.1, 6.3, 6.6, 6.7 and 6.9 current wording are opposed where the wording connects in the Plan with predetermined design based on a structure plan/precinct

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					plan dictate inflexible design solutions.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.039	11.10: Objective 6	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S50 Palmerston North City Council	S50.023	11.10: Policy 6.1	Support	Policy 6.1 contains reference to providing for "retail and commercial activities"; however, retail activity has a specific definition in the District Plan which relates to the 'Fringe Business Zone' only. Therefore, policy 6.1 should be amended to provide for "local business activities", thereby avoiding the risk of confusion with the specific definition applying to the Fringe Business Zone.	That Policy 6.1 be amended to read as follows: POLICIES 6.1 To provide for local retail and commercial <u>business</u> activities in specific locations as identified on the Aokautere Neighbourhood Centre Precinct Plan (Map 7A.4C).
S51 Heritage Estates 2000 Limited	S51.112	11.10: Policy 6.1	Oppose	The submitter remains opposed to the inclusion of the Aokautere Neighbourhood Centre Precinct Plan and Structure Plan without greater flexibility for review and updating without a Schedule 1 process.	Policies 6.1, 6.3, 6.6, 6.7 and 6.9 current wording are opposed where the wording connects in the Plan with predetermined design based on a structure plan/precinct plan dictat[ing] inflexible design solutions.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.040	11.10: Policy 6.1	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.041	11.10: Policy 6.2	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan	[No specific relief sought]

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				Change and this has widespread implications for the Plan provisions.	
S51 Heritage Estates 2000 Limited	S51.113	11.10: Policy 6.3	Oppose	The submitter remains opposed to the inclusion of the Aokautere Neighbourhood Centre Precinct Plan and Structure Plan without greater flexibility for review and updating without a Schedule 1 process.	Policies 6.1, 6.3, 6.6, 6.7 and 6.9 current wording are opposed where the wording connects in the Plan with predetermined design based on a structure plan/precinct plan dictat[ing] inflexible design solutions.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.042	11.10: Policy 6.3	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.043	11:10: Policy 6.4	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.044	11:10: Policy 6.5	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S51 Heritage Estates 2000 Limited	S51.114	11.10: Policy 6.6	Oppose	The submitter remains opposed to the inclusion of the Aokautere Neighbourhood Centre Precinct Plan and Structure Plan without greater flexibility for review and updating without a Schedule 1 process.	Policies 6.1, 6.3, 6.6, 6.7 and 6.9 current wording are opposed where the wording connects in the Plan with predetermined design based on a structure plan/precinct plan dictate inflexible design solutions.

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S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.045	11.10: Policy 6.6	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S51 Heritage Estates 2000 Limited	S51.115	11.10: Policy 6.7	Oppose	The submitter remains opposed to the inclusion of the Aokautere Neighbourhood Centre Precinct Plan and Structure Plan without greater flexibility for review and updating without a Schedule 1 process.	Policies 6.1, 6.3, 6.6, 6.7 and 6.9 current wording are opposed where the wording connects in the Plan with predetermined design based on a structure plan/precinct plan dictat[ing] inflexible design solutions.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.046	11.10: Policy 6.7	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.047	11:10: Policy 6.8	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S51 Heritage Estates 2000 Limited	S51.116	11.10: Policy 6.9	Oppose	The submitter remains opposed to the inclusion of the Aokautere Neighbourhood Centre Precinct Plan and Structure Plan without greater flexibility for review and updating without a Schedule 1 process.	Policies 6.1, 6.3, 6.6, 6.7 and 6.9 current wording are opposed where the wording connects in the Plan with predetermined design based on a structure plan/precinct plan dictat[ing] inflexible design solutions.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.048	11.10: Policy 6.9	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the	[No specific relief sought]

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				submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	
S51 Heritage Estates 2000 Limited	S51.117	R11.10.2.1	Oppose	The submitter remains opposed to the inclusion of the Aokautere Neighbourhood Centre Precinct Plan and Structure Plan without greater flexibility for review and updating without a Schedule 1 process.	The modified text at bullet point 2: Offensive Activities, Industrial Activities, Crematoria, and Residential Accommodation at Ground Floor Level "and Residential Activities at Ground Floor Level in the Aokautere Neighbourhood Centre" which are Non-Complying Activities" is opposed for the same reasons specified earlier.
S51 Heritage Estates 2000 Limited	S51.118	R11.10.2.1	Oppose	Why is this level of design control being promoted for Aokautere business where it is at odds with the provisions for the City? Absolute design control affects design innovation and may adversely affect businesses establishing in this location, particularly Franchise businesses. The current signage provisions of the plan often require RC and are suitable to ensure that signage makes a positive contribution to the city.	Oppose: Performance Standards (c) ii Text added "No signs shall be located above the fascia level of a building (see Figure 11.5A), with only one fascia sign per tenancy within the Aokautere Neighbourhood Centre."
S51 Heritage Estates 2000 Limited	S51.119	R11.10.2.1	Oppose		Performance Standards (g) i & ii: Added text "(g) Residential Activities in the Aokautere Neighbourhood Centre (Map 7A.4C): i. No residential activities shall be located at the ground floor level; ii. Residential activities shall not be the dominant activity on the site." The nature and scale of business has changed in NZ due to the Covid 19 pandemic and a combination of a ground floor rear flat and ground floor front business should not be excluded. The provisions should restrict business to the street frontage but not exclude residential entirely.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.049	R11.10.2.1	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of	[No specific relief sought]

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				the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	
S51 Heritage Estates 2000 Limited	S51.120	R11.10.2.2	Oppose		R11.10.2.2 performance Standard (a) Maximum Floor Area, iii: Added text "iii. In respect of residential activities in the Aokautere Neighbourhood Centre (Map 7A.4C), a minimum average of 50 dwellings per hectare shall be achieved." This is a prescriptive design outcome and may not be achievable for a variety of reasons, not least that the monotony of form may result, that it may not be supported by the market, may result in cost effective construction and affordability.
S51 Heritage Estates 2000 Limited	S51.121	R11.10.2.2	Support in part	Height limits the depth to building frontage ratio for natural light into interiors and for energy efficiency.	Performance Standard (b) Building Height, ii: Added text - ii. All other structures must not exceed 9m in height "unless located in the Aokautere Neighbourhood Centre (Map 7A.4C) where structures must not exceed 11m in height". Height limits the depth to building frontage ratio for natural light into interiors and for energy efficiency. More interesting roof forms and inhabitation of the roof space would be more achievable in design with an adjusted height recession arrangement and an increase in height. A control flexibility for extra height of 1m should be examined.
S51 Heritage Estates 2000 Limited	S51.122	R11.10.2.2	Oppose	The submitter remains opposed to the inclusion of the Aokautere Neighbourhood Centre Precinct Plan and Structure Plan without greater flexibility for review and updating without a Schedule 1 process.	Oppose: Text amendments. d. All buildings "and tenancies" required to be built to the front boundary shall provide at least one pedestrian entrance at the street. e. "Within the Aokautere Neighbourhood Centre (Map 7A.4C) all pedestrian

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					<p>entrances shall be provided at the street frontage (excluding service lanes)." A combination of Street Frontage business and rear residential living could provide an excellent design outcome. The submitter remains opposed to the inclusion of the Aokautere Neighbourhood Centre Precinct Plan and Structure Plan without greater flexibility for review and updating without a Schedule 1 process.</p>
S51 Heritage Estates 2000 Limited	S51.123	R11.10.2.2	Support		R11.10.2.2 performance Standard (f) Verandas i. amendment is supported.
S51 Heritage Estates 2000 Limited	S51.124	R11.10.2.2	Oppose		R11.10.2.2 (f) iv. Is opposed. The latter reads "Within the Aokautere Neighbourhood Centre (Map 7A.4C) lettering shall not dominate the canopy area by being secondary to the veranda." This is a prescriptive design outcome. Why is this level of design control being promoted for Aokautere business where it is at odds with the provisions for signage in other parts of the City?
S51 Heritage Estates 2000 Limited	S51.125	R11.10.2.2	Oppose	<p>In practice 75% of the height of the ground floor frontage has resulted in endless peer review by PNCC consenting in terms of urban design outcomes. The current rule is inflexible and in practice those seeking consent require a more flexible rule of between 60-75%.</p>	<p>Performance Standard (g) Shop front and Glazing (i) Large Neighbourhood Centres, Small Neighbourhood Centres and Local Stores (and note to plan users): Text amendments bullet point 1: "• All buildings shall have clear glazing for 75% of the height of the ground "primary" floor frontage and for no less than 75% of the ground "primary" floor frontage width. "On corner sites, the proportion of clear glazing on the secondary frontage shall not be less than one third of the secondary frontage width. The exception is at the interface with Pacific Drive in the Aokautere Neighbourhood Centre (Map 7A.4C) where</p>

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					<p>all buildings shall have clear glazing for 75% of the ground floor primary and secondary frontage."</p> <p>There is a genuine concern regarding the increased violence in NZ communities and ground floor retail would benefit from the ability to have a greater percentage of solid areas to built-into the frontages at a low level to prevent ram-raids. It is good urban design practice to have visual connection between the exterior and the interior, but the level must include consideration of other matters, such as life safety and property protection of the building users. The addition of text is opposed in the plan.</p>
S51 Heritage Estates 2000 Limited	S51.126	R11.10.2.2	Oppose		<p>Performance Standard (g) Shop front and Glazing (i) Large Neighbourhood Centres, Small Neighbourhood Centres and Local Stores (and note to plan users): Text amendments bullet point 4 added "Window size, proportion, grouping and/or subdivision of openings should take account of the overall architectural elevation of the building." This affects all Large Neighbourhood Centres, Small Neighbourhood Centres and Local Stores, and is not considered a consequential change of Plan Change G, the change is opposed.</p> <p>Text amendments bullet point 5 added "Fascia shall be sited below the sill of the first-floor windows in the Aokautere Neighbourhood Centre (Map 7A.4C) and must not cross adjoining buildings. (See Figure 11.5A)." This is poorly worded as to the intended design outcome and is again prescriptive.</p> <p>Note to plan users added:</p> <p>"For the purposes of R11.10.2.2(g)(i) the primary frontage of a building is the portion</p>

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					of a frontage that serves the main access point to a building or tenancy and faces the principal retail street through the centre, while the secondary frontage is the portion of a frontage facing a lower-order street through the centre and not providing the main access to the building or tenancy".
S51 Heritage Estates 2000 Limited	S51.127	R11.10.2.2	Neutral		Performance Standard (h) Ground Floor Parking: Text amendment moves this to a subheading point with the same rule.
S51 Heritage Estates 2000 Limited	S51.128	R11.10.2.2	Oppose		Performance Standard (j) Aokautere Neighbourhood Centre Precinct Plan: Text added at new "(j) Development in the Aokautere Neighbourhood Centre shall be in accordance with the Aokautere Neighbourhood Centre Precinct Plan (Map 7A.4C)" [opposed].
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.050	R11.10.2.2	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S50 Palmerston North City Council	S50.024	R11.10.3.1	Support	A consequential amendment is needed in R11.10.3.1 to provide a non-compliance consenting pathway for the new performance standard R11.10.2.1 (g). Assessment (h) also needs to be corrected so that it references to R11.10.2.1 (g) instead of (d).	That R11.10.3.1 be amended as follows: 11.10.3 RULES: RESTRICTED DISCRETIONARY ACTIVITIES R11.10.3.1 Activities which do not comply with the Permitted Activity Performance Standards Activities which do not comply with the Permitted Performance Standards (in R11.10.2.1) in relation to: (a) Lighting (b) Screening (c) Size of Function (d) Residential Accommodation (e) Vehicle Parking

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					(f) Loading and Access (g) Car Park Landscape Design (h) Servicing and Loading Hours (i) Signs (j) Residential Activities in the Aokautere Neighbourhood Centre (Map 7A.4C) ... (h) Residential Activities in the Aokautere Neighbourhood Centre The assessment criteria contained in R11.9.3.1(dg)
S51 Heritage Estates 2000 Limited	S51.129	R11.10.3.1	Oppose		Added text "(i) signs" does not appear to be related to PCG and is opposed.
S51 Heritage Estates 2000 Limited	S51.130	R11.10.3.1	Oppose		Assessment Criteria R11.10.3.1 (e) renaming and addition of R11.10.3.1(h): R11.10.3.1 Assessment Criteria (e) supported. R11.10.3.1 Assessment Criteria (h) wording amendment is opposed.
S51 Heritage Estates 2000 Limited	S51.131	R11.10.3.2	Oppose		Performance Standard xv. added: Text added, "xv. Consistency with any relevant Precinct Plan or Structure Plan." This text addition is not a consequential change due to PCG and is not on the plan change. This added wording affects Whakaronga, Kikiwhenua, and Whiskey Creek (decision pending) and future greenfield across the city.
S51 Heritage Estates 2000 Limited	S51.132	R11.10.3.2	Oppose	Text added at these clauses and rules is opposed for the same reasons previously stated.	Performance Standard Assessment Criteria (d) xii added, and (e) iii added and (e) iv added: The wording imposes directive affects all existing and new. Integrating with the existing streetscape and relating to the character of what is physically there can and does result in poor design outcomes. The use of 'avoidance' is unhelpful in the wording.

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S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.051	R11.10.3.2	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S51 Heritage Estates 2000 Limited	S51.110	R11.10.5	Oppose	The submitter remains opposed to the inclusion of the Aokautere Neighbourhood Centre Precinct Plan without greater flexibility for review and updating without a Schedule 1 process. The Plan should include a more enabling process.	Index deleted text R11.10.5.1 Offensive Activities and Crematoria and addition of "The following activities are Non- Complying Activities": (a) Offensive Activities, Industrial Activities, and Crematoria, "and Residential Accommodation at Ground Floor Level and Residential Activities at Ground Level in the Aokautere Neighbourhood Centre are Non-Complying Activities. and (b) The construction, reconstruction or alteration of any building or structure that does not comply with Performance Standard R11.10.2.2(j)".
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.052	R11.10.5	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S51 Heritage Estates 2000 Limited	S51.133	15.3.5: Resource Management Issues	Oppose		Resource Management Issues amended text at Issue 5 as it relates to activities associated with the use of the Recreation, Conservation and Amenity, Racecourse, Water Recreation, and Arena Zones: The text amendment reads: 5. The need to protect "and restore" areas of high amenity, "ecological" and conservation value from inappropriate

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					development." [Oppose]
S33 Fire and Emergency New Zealand	S33.009	15.5: Policy 1.6	Support	FENZ supports Policy 1.6 insofar as it promotes the provisions of essential services and roading infrastructure within the gully network in Aokautere.	Retain as drafted.
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.053	15.5: Policy 1.5	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S33 Fire and Emergency New Zealand	S33.010	R15.5.4.1	Support in part	FENZ supports R15.5.4.1 insofar as it promotes the provision of appropriate roading and essential services for developments within the Aokautere Structure Plan area. However, adequate access to both the source of a fire and a firefighting water supply is essential to ensure the safe and efficient operation of FENZ in an emergency. Further, FENZ requires the ability to efficiently manoeuvre its appliances throughout the road network of any future developments within the Aokautere Structure Plan area. As such, FENZ seeks to amend R7A.5.2.1 to provide Council with the scope to consider the extent to which firefighting water supply and access is provided for subdivisions within the Greenfield Residential Area. FENZ considers this will improve the safety and wellbeing of communities in these areas.	Amend as follows: Roading and Essential Services provided for in the Aokautere Structure Plan area a Restricted Discretionary Activity with regard to: ... <u>The extent to which sufficient firefighting water supply, and access to that supply, is provided.</u> <u>Efficient movement throughout the network is provided for emergency service vehicles.</u> Assessment Criteria: <u>x. How a sufficient firefighting water supply, and access to that supply, in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509:2008. x. Safe and effective access for emergency service vehicles is provided in accordance with New Zealand Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509:2008;</u>

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S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.054	R15.5.4.1	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.056	R15.5.5.1	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought].
S58 CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.	S58.055	R15.5.6.1	Oppose	All the submission points all have implications for the objectives, policies and rule framework for the area. In short, the submitters oppose all aspects of the Plan provisions that are not consistent with the submission points. In particular the submitters are opposed to the entire directive approach of the Plan Change and this has widespread implications for the Plan provisions.	[No specific relief sought]
S35 Douglas Pringle	S35.005	R20.4.2	Not Stated	Truck kerb crossing: The submitter has resided until recently in Kelvin Grove which has a number of truck commercial crossings, which service truck depots or supermarket. Some of these are too small to allow longer trucks to do a left turn off the carriage way. Either the trailer wheels cross the berm or alternatively the front of the truck has to move into the opposing carriage way in order to increase the radius of the turning.	It is recommended the kerb crossing widths to commercial centres in the PG6 is increased to allow trucks to do a left hand turn without entering the opposing traffic lane.

Part II – Submitter List

Submitter Number	Submitter
SO 1	Bo Yu
SO 2	Mark Currin
SO 3	Jason Raman
SO 4	Audrey Shepherd
SO 5	David Basire
SO 6	Jessica Somerton
SO 7	Alan David Smeaton
SO 8	Warren Sara
SO 9	Karen Wilton
SO 10	Stephen Noel & Carole Anne Sorsby
SO 11	Des Waters
SO 12	Ian King
SO 13	Mary Morgan-Richards
SO 14	Stewart Davies
SO 15	Lynne Rea
SO 16	Brian Hewson
SO 17	Inga Hunter
SO 18	Robert McLachlan
SO 19	James Irwin
SO 20	Patrick Morgan
SO 21	Prasika Reddy
SO 22	Dennis Thomas
SO 23	Daniel Carrick
SO 24	George Kinder
SO 25	Shaun Henry
SO 26	Maher Fuad
SO 27	Linda Rowan
SO 28	Undisclosed
SO 29	Undisclosed
SO 30	Ee Kheng Ang
SO 31	Ralph Sims
SO 32	Sue Cooper
SO 33	Fire & Emergency
SO 34	Ray & Judy Stevens
SO 35	Douglas Pringle
SO 36	Nathan Meyer
SO 37	Lew Thompson
SO 38	Marie Thompson
SO 39	Anthony and Rosemary Gear
SO 40	Heather & Grant Morgan
SO 41	Brett Guthrie
SO 42	Odine Johnstone
SO 43	Chris Teo-Sherrell
SO 44	Sonya Park

Submitter Number	Submitter
SO 45	PN Industrial & Residential Developments Ltd
SO 46	Michael Poulsen
SO 47	Pasifika Reference Group
SO 48	Bruce & Marilyn Bulloch
SO 49	Gill Welch
SO 50	Palmerston North City Council
SO 51	Heritage Estates 2000 Ltd
SO 52	Elena Garcia
SO 53	Larry Harrison
SO 54	Barry Scott
SO 55	Christine Scott
SO 56	Paul & Jan Dixon
SO 57	Sport Manawatū
SO 58	CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd.
SO 59	Transpower NZ Ltd
SO 60	Horizons Regional Council
SO 61	Ngawai Farms Limited
SO 62	Kat Lyons
SO 63	Waka Kotahi
SO 64	Scott Knowles
SO 65	Steve Welch
SO 66	Jessica Costall
SO 67	Jill White
SO 68	Undisclosed
SO 69	Karen Lyons
SO 70	Epenesa Faaiuso
SO 71	Susan and Yann Le Moigne
SO 72	Kerry Park
SO 73	Kevin Low
SO 74	Elizabeth Endres
SO 75	Gareth Orme
SO 76	Rifle Rod & Gun Club Manawatū
SO 77	Rangitāne O Manawatū
SO 78	Wayne Phillips
SO 79	Rob Campbell
SO 80	Elizabeth Fisher
SO 81	Steve Rowe
SO 82	Craig Hindle
SO 83	Ben Somerton
SO 84	Tabitha Prisk
SO 85	Gaylene Tiffin
SO 86	Jayne Hewson
SO 87	Undisclosed
SO 88	Mary-Ann Bailey

Submitter Number	Submitter
SO 89	Joy Vanderpoel
SO 90	Colin Perrin
SO 91	David Prisk
SO 92	Tracey Yung
SO 93	Jeff Watson
SO 94	Gert Starker
SO 95	Anna Berka
SO 96	Anne Ridler
SO 97	Manawatū Branch of Forest & Bird
SO 98	Sara Burgess
SO 99	Heather Turnbull
SO 100	Cristopher Joven
SO 101	Paul Hewitt
SO 102	Robert Gardner
SO 103	Flygers Investment Group Ltd
SO 104	Arvida Group Ltd
SO 105	Bruce Wilson
SO 106	Catherine Sims
SO 107	Prabandha Samal