

Submission No.	Submission Point	Name	Topic	Issue	Sub-Issue	Submission	Decision Sought
5	1	Volcanic Air Safaris Limited	02. Helicopter Take-off and Landing Areas	Part 5 - City Centre	5.9.2.a	The submitter operates an aviation service from Lake Rotorua. The operation has been in service since 1968 and currently involves the use of two floatplanes and four helicopters. There are about 5000 take-offs and landings each year. The submitter supports the intent of the change proposed to the discretionary activity assessment criteria for helicopter take-off and landing areas, across all relevant parts of the District Plan, to ensure that such criteria reads as such, rather than as a performance standard.	Retain amendments to 5.9.2.a, 6.9.2.1.a, 7.9.2.2.a, 8.9.2.1.a, 9.9.2.3.a and 10.9.2.2.a. Similar and / or consequential amendments (including to definitions) that would satisfactorily address the matters raised in this submission.
5	2	Volcanic Air Safaris Limited	02. Helicopter Take-off and Landing Areas	Part 6 - Commercial	6.9.2.1.a	The submitter operates an aviation service from Lake Rotorua. The operation has been in service since 1968 and currently involves the use of two floatplanes and four helicopters. There are about 5000 take-offs and landings each year. The submitter supports the intent of the change proposed to the discretionary activity assessment criteria for helicopter take-off and landing areas, across all relevant parts of the District Plan, to ensure that such criteria reads as such, rather than as a performance standard.	Retain amendments to 5.9.2.a, 6.9.2.1.a, 7.9.2.2.a, 8.9.2.1.a, 9.9.2.3.a and 10.9.2.2.a. Similar and / or consequential amendments (including to definitions) that would satisfactorily address the matters raised in this submission.
5	3	Volcanic Air Safaris Limited	02. Helicopter Take-off and Landing Areas	Part 7 - Industrial	7.9.2.2.a	The submitter operates an aviation service from Lake Rotorua. The operation has been in service since 1968 and currently involves the use of two floatplanes and four helicopters. There are about 5000 take-offs and landings each year. The submitter supports the intent of the change proposed to the discretionary activity assessment criteria for helicopter take-off and landing areas, across all relevant parts of the District Plan, to ensure that such criteria reads as such, rather than as a performance standard.	Retain amendments to 5.9.2.a, 6.9.2.1.a, 7.9.2.2.a, 8.9.2.1.a, 9.9.2.3.a and 10.9.2.2.a. Similar and / or consequential amendments (including to definitions) that would satisfactorily address the matters raised in this submission.
5	4	Volcanic Air Safaris Limited	02. Helicopter Take-off and Landing Areas	Part 8 - Business and Innovation	8.9.2.1.a	The submitter operates an aviation service from Lake Rotorua. The operation has been in service since 1968 and currently involves the use of two floatplanes and four helicopters. There are about 5000 take-offs and landings each year. The submitter supports the intent of the change proposed to the discretionary activity assessment criteria for helicopter take-off and landing areas, across all relevant parts of the District Plan, to ensure that such criteria reads as such, rather than as a performance standard.	Retain amendments to 5.9.2.a, 6.9.2.1.a, 7.9.2.2.a, 8.9.2.1.a, 9.9.2.3.a and 10.9.2.2.a. Similar and / or consequential amendments (including to definitions) that would satisfactorily address the matters raised in this submission.
5	5	Volcanic Air Safaris Limited	02. Helicopter Take-off and Landing Areas	Part 9 - Rural	9.9.2.3.a	The submitter operates an aviation service from Lake Rotorua. The operation has been in service since 1968 and currently involves the use of two floatplanes and four helicopters. There are about 5000 take-offs and landings each year. The submitter supports the intent of the change proposed to the discretionary activity assessment criteria for helicopter take-off and landing areas, across all relevant parts of the District Plan, to ensure that such criteria reads as such, rather than as a performance standard.	Retain amendments to 5.9.2.a, 6.9.2.1.a, 7.9.2.2.a, 8.9.2.1.a, 9.9.2.3.a and 10.9.2.2.a. Similar and / or consequential amendments (including to definitions) that would satisfactorily address the matters raised in this submission.
5	6	Volcanic Air Safaris Limited	02. Helicopter Take-off and Landing Areas	Part 10 - Reserves, Community Assets and Water	10.9.2.2.a	The submitter operates an aviation service from Lake Rotorua. The operation has been in service since 1968 and currently involves the use of two floatplanes and four helicopters. There are about 5000 take-offs and landings each year. The submitter supports the intent of the change proposed to the discretionary activity assessment criteria for helicopter take-off and landing areas, across all relevant parts of the District Plan, to ensure that such criteria reads as such, rather than as a performance standard.	Retain amendments to 5.9.2.a, 6.9.2.1.a, 7.9.2.2.a, 8.9.2.1.a, 9.9.2.3.a and 10.9.2.2.a. Similar and / or consequential amendments (including to definitions) that would satisfactorily address the matters raised in this submission.

Submission Number	Submission Point	Name	Topic	Issue	Sub-Issue	Submission	Decision Sought
12	1	New Zealand Transport Agency	03. Financial Contributions	Part 4 - Residential Part 5 - City Centre Part 5 - City Centre Part 5 - City Centre Part 5 - City Centre Part 7 - Industrial Part 8 - Business and Innovation Part 8 - Business and Innovation Part 8 - Business and Innovation Part 9 - Rural Part 10 - Reserves	4.6.16 5.6.1.15 5.6.2.13 5.7.1.5 5.8.1.2 7.6.17 8.6.1.13 8.6.2.13 8.6.3.14 9.6.22 10.6.17	Generally, the Transport Agency supports the amendments that will enable financial contributions to be able to be taken for activities within the City Centre zones to contribute to public infrastructure.	Request the provisions are retained as notified.
14	1	Federated Farmers of New Zealand	03. Financial Contributions	Part 9 - Rural	9.6.22	Federated Farmers opposes the proposal to create a new performance standard applying to the permitted and controlled activities undertaken within the rural zone on the basis that it is inconsistent with the objectives and policies of Part 14 and unnecessary to achieve the stated cross-referencing purpose. Part 14 is clear that financial contributions are to be levied on activities that increase the density of housing and tourist accommodation in the district. The range of activities which fall under that scope are not managed as either permitted or controlled activities under the operative plan. As such there is no need to introduce a new performance standard under which permitted and controlled activities are required to comply with Part 14 Financial Contributions requirements - a section in the plan which does not relate to permitted or controlled activities. Further the Section 32 report (p9) states the changes are required to create a cross-reference from each zone to Part 14 Financial Contributions which is currently lacking from the text. Federated Farmers accepts that cross-referencing is a useful tool to help negotiate one's way around the District Plan, however we disagree that the desired cross-referencing is currently lacking from the rural section of the operative plan. We draw the council's attention to the following Part 9 - Rural section provisions; * Restricted discretionary activities General Assessment Criteria 9.8.1.3 Financial Contribution, Whether the proposal requires a financial contribution under the provisions of Part 14 - Financial Contributions. * Restricted discretionary activities Assessment Criteria specific activities 9.8.2.1(2) Whether the proposal requires a financial contribution under the provisions of Part 14 - Financial Contributions. * Discretionary activities 9.9.1.22. Any required financial contribution under Part 14 - Financial Contributions.	Delete proposed new Performance Standard 9.6.22.

Submission Number	Submission Point	Name	Topic	Issue	Sub-Issue	Submission	Decision Sought
12	2	New Zealand Transport Agency	04. Development Plans	Part 4 - Residential Part 4 - Residential Part 5 - City Centre Part 5 - City Centre Part 6 - Commercial Part 6 - Commercial Part 7 - Industrial Part 8 - Business and Innovation Part 8 - Business and Innovation Part 9 - Rural Part 9 - Rural Part 9 - Rural Part 9 - Rural Part 9 - Rural Part 9 - Rural Part 10 - Reserves, Community Assets and Water Part 10 - Reserves, Community Assets and Water Appendix 5 - Development Plans Appendix 5 - Development Plans	Table 4.5 – 107 4.6.4(a)(iv) Table 5.5.1 – 53 Table 5.5.1 – 54 Table 6.5 – 91 Table 6.5 - 92 Table 7.5 – 100 Table 7.5 - 101 Table 8.5.1 - 38 Table 8.5.2 - 33 Table 9.5 – 133 Table 9.5 - 134 Table 9.5 - 136 Table 9.5 – 137 Table 9.5 - 138 Table 10.5 - 101 Table 10.5 - 102 A5.1 A5.1.1	Generally, the Transport Agency supports the Council amending the provisions to ensure any develop plan that is to be introduced or changed must follow a plan change process. This will allow all matters to be considered including the transport network infrastructure that will be required to support the specific development.	Request the provisions are retained as notified.
10	1	Rotorua Regional Airport Ltd	05. Rotorua Airport - Prohibited Activities	Part 4 - Residential	Rule 4.5.49	There is no identification in the Section 32 Report of the properties that are affected by the changes, or a detailed assessment of the implications of the changes for the airport. While the submitter has an interest in ensuring that an appropriate balance of interests is achieved through the provisions and requirements of the District Plan, without a better understanding of the implications of the proposed changes, it conditionally opposes the amendments which relate to the Rotorua Airport (Change 5 in Track Changes document). The submitter is particularly concerned to ensure that there are no other changes that might be more suitable and appropriate to achieving the desired outcome. In the absence of a full evaluation of the proposed changes and its implications, the submitter considers that the status quo is acceptable.	Retain the status quo. Or, in the alternative, make amendments to the proposed changes which are appropriate and will better achieve the desired outcome of providing a balance between protecting the function of the airport while enabling minor works to existing buildings. Similar and/or consequential amendments (including to Definitions) that would satisfactorily address the matters raised in this submission.

10	2	Rotorua Regional Airport Ltd	05. Rotorua Airport - Prohibited Activities	Part 6 - Commercial	Rule 6.5.54	<p>There is no identification in the Section 32 Report of the properties that are affected by the changes, or a detailed assessment of the implications of the changes for the airport.</p> <p>While the submitter has an interest in ensuring that an appropriate balance of interests is achieved through the provisions and requirements of the District Plan, without a better understanding of the implications of the proposed changes, it conditionally opposes the amendments which relate to the Rotorua Airport (Change 5 in Track Changes document). The submitter is particularly concerned to ensure that there are no other changes that might be more suitable and appropriate to achieving the desired outcome.</p> <p>In the absence of a full evaluation of the proposed changes and its implications, the submitter considers that the status quo is acceptable.</p>	<p>Retain the status quo.</p> <p>Or, in the alternative, make amendments to the proposed changes which are appropriate and will better achieve the desired outcome of providing a balance between protecting the function of the airport while enabling minor works to existing buildings.</p> <p>Similar and/or consequential amendments (including to Definitions) that would satisfactorily address the matters raised in this submission.</p>
10	3	Rotorua Regional Airport Ltd	05. Rotorua Airport - Prohibited Activities	Part 9 - Rural	Rule 9.5.60	<p>There is no identification in the Section 32 Report of the properties that are affected by the changes, or a detailed assessment of the implications of the changes for the airport.</p> <p>While the submitter has an interest in ensuring that an appropriate balance of interests is achieved through the provisions and requirements of the District Plan, without a better understanding of the implications of the proposed changes, it conditionally opposes the amendments which relate to the Rotorua Airport (Change 5 in Track Changes document). The submitter is particularly concerned to ensure that there are no other changes that might be more suitable and appropriate to achieving the desired outcome.</p> <p>In the absence of a full evaluation of the proposed changes and its implications, the submitter considers that the status quo is acceptable.</p>	<p>Retain the status quo.</p> <p>Or, in the alternative, make amendments to the proposed changes which are appropriate and will better achieve the desired outcome of providing a balance between protecting the function of the airport while enabling minor works to existing buildings.</p> <p>Similar and/or consequential amendments (including to Definitions) that would satisfactorily address the matters raised in this submission.</p>
10	4	Rotorua Regional Airport Ltd	05. Rotorua Airport - Prohibited Activities	Part 13 - Subdivision	Rule 13.5.1.9 Rule 13.10.1 Rule 13.11.1	<p>There is no identification in the Section 32 Report of the properties that are affected by the changes, or a detailed assessment of the implications of the changes for the airport. While the submitter has an interest in ensuring that an appropriate balance of interests is achieved through the provisions and requirements of the District Plan, without a better understanding of the implications of the proposed changes, it conditionally opposes the amendments which relate to the Rotorua Airport (Change 5 in Track Changes document). The submitter is particularly concerned to ensure that there are no other changes that might be more suitable and appropriate to achieving the desired outcome. In the absence of a full evaluation of the proposed changes and its implications, the submitter considers that the status quo is acceptable.</p>	<p>Retain the status quo. Or, in the alternative, make amendments to the proposed changes which are appropriate and will better achieve the desired outcome of providing a balance between protecting the function of the airport while enabling minor works to existing buildings. Similar and/or consequential amendments (including to Definitions) that would satisfactorily address the matters raised in this submission.</p>

Submission Number	Submission Point	Name	Topic	Issue	Sub-Issue	Submission	Decision Sought
10	7	Rotorua Regional Airport Ltd	05. Rotorua Airport - Prohibited Activities	Part 15 - Infrastructure	15.3.4 15.3.4.1 15.3.4.2 15.3.4.3	<p>There is no identification in the Section 32 Report of the properties that are affected by the changes, or a detailed assessment of the implications of the changes for the airport.</p> <p>While the submitter has an interest in ensuring that an appropriate balance of interests is achieved through the provisions and requirements of the District Plan, without a better understanding of the implications of the proposed changes, it conditionally opposes the amendments which relate to the Rotorua Airport (Change 5 in Track Changes document). The submitter is particularly concerned to ensure that there are no other changes that might be more suitable and appropriate to achieving the desired outcome.</p> <p>In the absence of a full evaluation of the proposed changes and its implications, the submitter considers that the status quo is acceptable.</p>	<p>Retain the status quo.</p> <p>Or, in the alternative, make amendments to the proposed changes which are appropriate and will better achieve the desired outcome of providing a balance between protecting the function of the airport while enabling minor works to existing buildings.</p> <p>Similar and/or consequential amendments (including to Definitions) that would satisfactorily address the matters raised in this submission.</p>
13	1	Eagle, Shelley	05. Rotorua Airport - Prohibited Activities	Part 4 - Residential	Rule 4.5.49	<p>2. Request to extend living areas of original dwellings (extensions and additional rooms).</p> <p>3. Replace original dwelling with new rebuild.</p> <p>4. Compensation for loss of potential earnings, due to decline of subdivision of property, as previous requested. - Property was originally purchased with intention of subdividing and building new dwelling/s for selling/profit/income.</p>	<p>When we originally purchased the property we had intended to subdivide and build a new dwelling/s on half, to on-sell. When the section was rezoned this proposal was declined.</p> <p>I am seeking consideration to the existing zone plan that allows any of the listed suggestions, the most favourable being option 3; as the existing dwelling is old and in need of updating.</p> <p>The proposed rebuild would have minimal effect on the air noise boundary and considering the zoning was in favour of international flights which no longer exist, it seems irrelevant to continue to enforce the original plan.</p>
13	2	Eagle, Shelley	05. Rotorua Airport - Prohibited Activities	Part 13 - Subdivision	Rule 13.5.1.9	<p>1. Permission to sub-divide property, as this was an option when property was initially purchased prior to air noise plan, with planning permission for rebuild.</p>	<p>When we originally purchased the property we had intended to subdivide and build a new dwelling/s on half, to on-sell. When the section was rezoned this proposal was declined.</p> <p>I am seeking consideration to the existing zone plan that allows any of the listed suggestions, the most favourable being option 3; as the existing dwelling is old and in need of updating.</p> <p>The proposed rebuild would have minimal effect on the air noise boundary and considering the zoning was in favour of international flights which no longer exist, it seems irrelevant to continue to enforce the original plan.</p>

12	3	New Zealand Transport Agency	08. Household Unit Density - Performance Standards	Part 5 City Centre Part 5 City Centre Part 5 City Centre Part 6 Commercial Part 6 Commercial Part 6 Commercial Part 6 Commercial	5.1 p8 5.3.1.5 5.6.1.4(a)-(c) 5.8.2 (a)-(d) 6.6.4 (a) 6.6.4 (b) 6.8.2.10 6.7.2	Generally, the Transport Agency supports the amendments that seek to encourage residential living in the city centre. A key outcome of encouraging people to reside within the city centre is that people can become less reliant on private vehicle use by living close to employment and services.	Request the provisions are retained as notified.
16	1	Brown, Stewart	08. Household Units Density - Performance Standards	Part 5 City Centre	5.6.1.4 (a)-(c)	I am starting to look at converting unused ex office areas into apartments. .... 50sq metres is easily big enough for working couples where I think most of the demand is. Patios are not always possible so just to be able to open windows/patio doors for fresh air I think is important. I don't think working couples mind going upstairs to a storage area. Working couples would use the second bedroom for storage anyway. They should have to pay extra for ground level storage including car parking.  NOTE: Late submission (received 19.1.17)	Keep the minimum household unit at 50m2.  NOTE: Late submission (received 19.1.17)
17	1	Church, Darryl	08. Household Units Density - Performance Standards	Part 5 City Centre	5.6.1.4(a)	The attractiveness of Inner city residential living appeals to a younger demographic. A small footprint with smaller environmental impact. Lower cost for first home buyers. Lower maintenance and ongoing costs. Location to amenity (gyms/entertainment) and public transport are important. The environmental trend in the suburbs is towards reducing footprint, so a policy for inner city high density to increase footprint appears counter intuitive.  While a larger footprint apartment with additional storage (and car parking) might appeal to some of the market for inner city living, it seems short-sighted to narrow the market by policy. Meeting the needs of the market to some extent should be allowed to be controlled by the offering of the developer.  Larger apartments with higher affordability will narrow the appeal to the greater demographic of inner city dwellers. This will stunt inner city population growth, which is counter to the policy of introducing people to the inner city.  Managed Apartments. This falls between the gaps in the proposed changes. The intention for managed apartments is for persons to have an investment they can choose to spend some time in for their own personal use, while having the ability to submit to the lease pool to accommodate the tourist market. Managed apartments require a variety of size and layouts to cater for market. The greater demand is for smaller studio type  NOTE: Late submission (received 24.1.17)	Consideration of the intention of the policy. To generate a greater population to the inner city.  Larger apartments will only appeal to a small demographic.  Higher density inner city living with smaller environmental cost with smaller footprint apartments.  This policy discourages tourist focused managed apartment complexes. The like of managed apartment chains such as Scenic hotels would be discouraged from developing under this type of policy.  NOTE: Late submission (received 24.1.17)

Submission Number	Submission Point	Name	Topic	Issue	Sub-Issue	Submission	Decision Sought
17	2	Church, Darryl	08. Household Units Density - Performance Standards	Part 5 City Centre	5.6.1.4(b)(i)3	<p>The location of an outdoor living space only on the North, East and West automatically makes all south facing street sites unsuitable for development into apartment living. While the intent for sun onto outdoor living is admirable, it should be a choice for an apartment dweller or owner to consider. There will still be appeal for an apartment occupier to have south facing city views in lieu of sunny outdoor space.</p> <p>A south facing street apartment building designed to this rule will result in poor urban design leaving an elevation reserved for small windows or blank facades.</p> <p>I support the requirement for an outdoor living space and the proposed changes in size, just not the prescriptive location of the outdoor living space.</p> <p>NOTE: Late submission (received 24.1.17)</p>	<p>This policy renders all inner city sites, south facing street less appealing to develop.</p> <p>Anyone trying to design to this rule change will create a negative urban design impact with south facing building facades likely to consist of small window to service rooms like bathrooms.</p> <p>NOTE: Late submission (received 24.1.17)</p>
17	3	Church, Darryl	08. Household Units Density - Performance Standards	Part 5 City Centre	5.6.1.4(b)(ii)1	<p>Mandatory Storage requirements for every household unit is very prescriptive. The market should be able to dictate demand and developers should be able to respond to this demand. I think this will result in poor use of space. If buying a carpark is an option, I think that perhaps buying a storage room should also be an option.</p> <p>NOTE: Late submission (received 24.1.17)</p>	<p>In addition to the rule to make all apartments 70sq.m plus a minimum of 10sq.m in deck/outdoor living, making another 6sq.m of storage mandatory for every apartments means that a developer is trying to sell an 86sq.m exclusive area as a minimum. This will have a direct effect on affordability and market appeal for inner city dwellers seeking a smaller footprint.</p> <p>NOTE: Late submission (received 24.1.17)</p>
9	1	The Oil Companies (Z Energy Ltd, Mobile Oil NZ Ltd, BP Oil NZ Ltd)	09. Commercial Zones - Removal of Underground Tanks from Service Stations	Part 6 - Commercial	Table 6.5 - 18	<p>The proposed amendment of the activity table identifier for Service Stations in Activity Table 6.5 is supported. The amendment removes the phrase 'and the addition, replacement or removal of underground tanks'. The removal of this phrase will mean that the addition, replacement or removal of underground tanks that comply with the National Environmental Standard (NES) for Assessing and Managing Contaminants in Soil to Protect Human Health will no longer require resource consent where such activities comply with the NES. It is noted that proposals not meeting the NES will require controlled activity consent under the hazardous substances provision in Part 16 of the Plan.</p> <p>The proposed change to the activity standard, in removing provisions that are more restrictive than the NES, provides for the effective and efficient management of Service Station sites. The replacement and removal of tanks is periodically undertaken as part of normal Service Station site management and maintenance to address and reduce the potential risk associated with hydrocarbons contaminating ground water.</p>	<p>Table 6.5: Activities in the commercial 1-6 Zones Rules Retail and Commercial 18. Service stations including extensions and the addition, replacement or removal of underground tanks</p> <p>And the General Relief sought as per page 2 of the submission.</p>
12	4	New Zealand Transport Agency	14. Controlled Activity : Daycare Centres in CM3	Part 6 - Commercial	6.7.2.7	<p>The Transport Agency supports the following specific amendments: Matters of Control 6.7.2 7(d) - That ensures the centre has adequate provision for parking and safe access to and from the centre.</p>	<p>Request the provisions are retained as notified.</p>



Submission Number	Submission Point	Name	Topic	Issue	Sub-Issue	Submission	Decision Sought
9	2	The Oil Companies (Z Energy Ltd, Mobile Oil NZ Ltd, BP Oil NZ Ltd)	15. Restricted Discretionary Activity Criteria	Part 6 - Commercial	6.8.2.5	<p>The proposed amendments to the assessment criteria of 6.8.2.5 relating to service stations within certain commercial zones are supported.</p> <p>The amendments primarily relate to the design and location of access and the interaction of vehicles and pedestrians on, onto and off the site. A new criteria relating to landscaping in the context of surrounding areas and streetscapes, and in particular residential areas has also been put in place. These matters are considered relevant in determining the design and layout of Service Stations within the Commercial 1, 2 and 6 zones.</p>	<p>In 6.8.2 'Assessment Criteria for Specific Activities' retain the proposed amendment to the assessment criteria applying to Service Stations in the commercial 1, 2 and 6 zones without further modification as follows:</p> <p>6.8.2 Assessment Criteria for Specific Activities</p> <p>5. Educational Facilities Accessory to Onsite Tourism Activities Service Stations, and Drive-Through Restaurants</p> <p>a. The design and location of aAccess, on-site parking, queuing and turning areas are designed and located to provide efficient circulation on-site and avoid potential adverse effects on adjoining sites, the safety of pedestrians, cyclists and the safe and efficient functioning of the road network.</p> <p>b. Ensuring adequate sight distances are provided to prevent on-street congestion caused by the ingress or egress of vehicles to and from sites.</p> <p>c. Implementation of tThe recommendations in an integrated transport assessment if one is required under Appendix 4, Parking and Turning Standards.</p> <p>d. Landscaping to maintain the amenity of surrounding areas (particularly residential areas) and streetscapes.</p> <p>e. In relation to Drive-Through Restaurants:</p> <p>i. The intensity and scale of the activity in relation to both any residential activities within close proximity of the site and any effects on vitality and viability of the city centre.</p> <p>ii. The noise, lighting and hours of operation.</p>
12	5	New Zealand Transport Agency	15. Restricted Discretionary Activity Criteria	Part 6 - Commercial	6.8.2.5 6.8.2.11	<p>Assessment Criteria for Specific Activities</p> <p>6.8.2 5(a) - That ensures that there is adequate design and location of access for service stations and drive-through restaurants.</p> <p>6.8.2 5(c) - That ensures any recommendations as part of an integrated transport assessment are implemented.</p> <p>6.8.2 11(c) - That ensures the centre has adequate provision for parking and safe access to and from the centre.</p>	Request the provisions are retained as notified.
2	1	BOP Regional Council	16. Location of Buildings relative to Marae	Part 7 - Industrial	7.3.2.1	Support the proposed changes as they retain and clarify the original intent of the policy, to ensure adverse effects of activities on properties adjacent to marae can be managed accordingly. Policy 7.3.2.1 gives effect to RPS Policy IW 5B and the importance of considering 'adverse effects on matters of significance to Maori'.	Retain proposed amendments to Policy 7.3.2.1 as notified.
12	6	New Zealand Transport Agency	20. Industrial Rules Minor Changes - Assessment Criteria for Restricted Discretionary Activities	Part 7 - Industrial	7.8.1.1 7.8.1.2 7.8.1.3	<p>The Transport Agency supports the following specific amendments</p> <p>General Assessment Criteria</p> <p>7.8.1 1 point 4 - That assesses how co-location of similar activities can promote accessibility, enable sustainable transport choices (including public transport),and minimise trip generation.</p>	Request the provisions are retained as notified.



Submission Number	Submission Point	Name	Topic	Issue	Sub-Issue	Submission	Decision Sought
12	7	New Zealand Transport Agency	20. Industrial Rules Minor Changes - Assessment Criteria for Restricted Discretionary Activities	Part 7 - Industrial	7.8.2.2 7.8.2.6	<p>Assessment Criteria for Specific Activities</p> <p>7.8.2 X(a) - That ensures that there is : adequate design and location of access, on-site parking, queuing and turning areas to provide efficient circulation on-site and avoid potential adverse effects on adjoining sites, the safety of pedestrians, cyclists and the safe and efficient functioning of the road network.</p> <p>7.8.2 X(b) - That ensures adequate sight distances are provided to prevent on-street congestion.</p> <p>7.8.2 X(c) - That ensures any recommendations as part of an integrated transport assessment are implemented.</p>	Request the provisions are retained as notified.
9	3	The Oil Companies (Z Energy Ltd, Mobile Oil NZ Ltd, BP Oil NZ Ltd)	20. Restricted Discretionary Activities	Part 7 - Industrial	7.8.1.1	<p>The inclusion of general assessment criteria for restricted discretionary activities in the Industrial zones in 7.8.1.1 is supported, and in particular, the assessment criterion that promotes the efficient use of resources and a compact urban form. This criterion is directly relevant to the establishment of service stations. The criterion in 7.8.1.3 relating to city entranceways is also supported in that it seeks to ensure that consideration is given to the impact of proposals on the character and amenity of city entranceways in instances where proposals are located within these areas.</p> <p>The inclusion of assessment criteria for Service Stations in the Industrial zones section 7.8.2 is supported. The proposed inclusion of assessment criteria within 7.8. will result in the same assessment criteria being contained within the Industrial zone as in the Commercial zones and this is considered appropriate.</p>	<p>In 7.8.1 retain without further modification the 'General Assessment Criteria' as follows:</p> <p>7.8.1 General Assessment Criteria</p> <p>1. Activities that may affect the vitality and viability of the City Centre and Commercial Zones</p> <p>a. the extent to which the retail activity impacts on the overall vitality and viability of the CBD.</p> <p>b. the extent to which the activity promotes the efficient use of resources and a compact urban form.</p> <p>c. the extent to which the activity affects existing public investment and minimises the need for additional public investment in infrastructure and public spaces.</p> <p>d. how the activity promotes accessibility, enables sustainable transport choices (including public transport), and minimises trip generation through the co-location of similar activities.</p> <p>And the General Relief sought as per page 2 of the submission.</p>
9	4	The Oil Companies (Z Energy Ltd, Mobile Oil NZ Ltd, BP Oil NZ Ltd)	20. Restricted Discretionary Activities	Part 7 - Industrial	7.8.1.3	<p>The inclusion of general assessment criteria for restricted discretionary activities in the Industrial zones in 7.8.1.1 is supported, and in particular, the assessment criterion that promotes the efficient use of resources and a compact urban form. This criterion is directly relevant to the establishment of service stations. The criterion in 7.8.1.3 relating to city entranceways is also supported in that it seeks to ensure that consideration is given to the impact of proposals on the character and amenity of city entranceways in instances where proposals are located within these areas.</p> <p>The inclusion of assessment criteria for Service Stations in the Industrial zones section 7.8.2 is supported. The proposed inclusion of assessment criteria within 7.8. will result in the same assessment criteria being contained within the Industrial zone as in the Commercial zones and this is considered appropriate.</p>	<p>In 7.8.1. 'General Assessment Criteria' retain without further modification the new assessment criterion '3. City Entranceways' to read as follows:</p> <p>7.8.1. General Assessment Criteria</p> <p>3. City Entranceways</p> <p>a. The extent to which the proposal will enhance the character and amenity of the city entranceways.</p> <p>And the General Relief sought as per page 2 of the submission.</p>

Submission Number	Submission Point	Name	Topic	Issue	Sub-Issue	Submission	Decision Sought
9	5	The Oil Companies (Z Energy Ltd, Mobile Oil NZ Ltd, BP Oil NZ Ltd)	20. Restricted Discretionary Activities	Part 7 - Industrial	7.8.2	<p>The inclusion of general assessment criteria for restricted discretionary activities in the Industrial zones in 7.8.1.1 is supported, and in particular, the assessment criterion that promotes the efficient use of resources and a compact urban form. This criterion is directly relevant to the establishment of service stations. The criterion in 7.8.1.3 relating to city entranceways is also supported in that it seeks to ensure that consideration is given to the impact of proposals on the character and amenity of city entranceways in instances where proposals are located within these areas.</p> <p>The inclusion of assessment criteria for Service Stations in the Industrial zones section 7.8.2 is supported. The proposed inclusion of assessment criteria within 7.8. will result in the same assessment criteria being contained within the Industrial zone as in the Commercial zones and this is considered appropriate.</p>	<p>In 7.8.2 retain without further modification "Assessment Criteria for Specific Activities' restricted discretionary activities in the Industrial zones as follows:</p> <p>6. Service Stations</p> <p>a. The design and location of access, on-site parking, queuing and turning areas to provide efficient circulation on-site and avoid potential adverse effects on adjoining sites, the safety of pedestrians, cyclists and the safe and efficient functioning of the road network.</p> <p>b. Ensuring adequate sight distances are provided to prevent on-street congestion caused by the ingress or egress of vehicles to and from sites.</p> <p>c. Implementation of the recommendations in an integrated transport assessment if one is required under Appendix 4, Parking and Turning Standards.</p> <p>d. Landscaping to maintain the amenity of surrounding areas (particularly residential areas and City Entranceways), streetscapes and pedestrian amenity.</p> <p>And the General Relief sought as per page 2 of the submission.</p>
2	2	BOP Regional Council	22. Rural Zone - Water Tanks	Part 9 - Rural	9.5.78	Support the proposed changes as they retain the intent of Rule 9.5.78 while clarifying their interpretation (as to what a recessive exterior colour constitutes) and application in a practical sense.	Retain proposed amendments to Rule 9.5.78 and the new performance standard A9.2.12 as notified.
2	3	BOP Regional Council	22. Rural Zone - Water Tanks	Part 9 - Rural	A9.2.12	Support the proposed changes as they retain the intent of Rule 9.5.78 while clarifying their interpretation (as to what a recessive exterior colour constitutes) and application in a practical sense.	Retain proposed amendments to Rule 9.5.78 and the new performance standard A9.2.12 as notified.

Submission Number	Submission Point	Name	Topic	Issue	Sub-Issue	Submission	Decision Sought
14	2	Federated Farmers of New Zealand	22. Rural Zones - Water Tanks	Part 9 - Rural	Rule 9.5.78	<p>Federated Farmers submits in opposition to the proposed amendments to Rule 9.5.78 and Performance Standard A9.2.12 on the basis that reflectance values are not applied to water tank materials. It is accepted that industry specification for paints and other cladding materials can include a reflectivity scale or value however that is not the case for water tank manufacturing.</p> <p>The Section 32 report (p.39) states that the changes are needed to address a lack of clarity with the term 'naturally recessive colour' as it applies to water tanks in Significant Natural Areas. The explanation goes on to advise that the proposed change, which is based on a similar provision in the Lakes A Chapter of the District Plan, will provide a greater level of certainty as to what a naturally recessive colour means.</p> <p>....</p> <p>....</p> <p>Water tanks are manufactured in a range of colours to provide farmers with a range of options to help minimise the visual impact of those tanks. Some are sandblasted to create a matt finish to reduce reflection but even those don't have a reflectivity value assessment undertaken or applied.</p> <p>In Federated Farmers view 'recessive' is the key word of the term which is causing council concern, and we do not believe that concern is warranted. The plain meaning of 'recessive' is to blend in, retreat, meaning to not be the focus or centre. This is essentially the goal of the performance standard - to ensure the water tank recedes into the SNA vegetative backdrop, the operative wording will achieve that.</p>	That Rule 9.5.78 is retained as per the operative plan.

14	3	Federated Farmers of New Zealand	22. Rural Zones - Water Tanks	Appendix 9 - Section 6 Matters	A9.2.12	<p>Federated Farmers submits in opposition to the proposed amendments to Rule 9.5.78 and Performance Standard A9.2.12 on the basis that reflectance values are not applied to water tank materials. It is accepted that industry specification for paints and other cladding materials can include a reflectivity scale or value however that is not the case for water tank manufacturing.</p> <p>The Section 32 report (p.39) states that the changes are needed to address a lack of clarity with the term 'naturally recessive colour' as it applies to water tanks in Significant Natural Areas. The explanation goes on to advise that the proposed change, which is based on a similar provision in the Lakes A Chapter of the District Plan, will provide a greater level of certainty as to what a naturally recessive colour means. .... .... Water tanks are manufactured in a range of colours to provide farmers with a range of options to help minimise the visual impact of those tanks. Some are sandblasted to create a matt finish to reduce reflection but even those don't have a reflectivity value assessment undertaken or applied.</p> <p>In Federated Farmers view 'recessive' is the key word of the term which is causing council concern, and we do not believe that concern is warranted. The plain meaning of 'recessive' is to blend in, retreat, meaning to not be the focus or centre. This is essentially the goal of the performance standard - to ensure the water tank recedes into the SNA vegetative backdrop, the operative wording will achieve that.</p>	That Performance Standard A9.2.12 is retained as per the operative plan.
4	1	Masters, Tina and Johnstone, Don	23. Rural Zone - Activities affected by Fault Lines	Part 9 - Rural	9.5.119	<p>New buildings within Fault Avoidance Areas. The plan change proposes to include a change to rules in the District Plan which will affect new buildings being constructed in a fault avoidance zone and where a new building is proposed a resource consent is required, including a Natural Hazard Assessment report.</p> <p>My concern is not so much the mechanism dealing with fault avoidance in the Plan, as it aligns with the same process in other zones of getting a consent. It is the fact we allegedly have a fault potentially crossing our property that is poorly defined.</p> <p>Therefore we only support the change if Council can provide certainty to the faults location, and therefore a reduction in the width of the fault avoidance zone.</p>	The decision sought and changes we want Council to make is to provide certainty and clearness as to the faults location. We request an accurate location of the fault which will enable a better assessment as to if a resource consent is required for new buildings.
15	1	Noble, Kathryn E	23. Rural Zone - Activities affected by Fault Lines	Part 9 - Rural	Table 9.5	<p>The fault is poorly defined potentially crossing our property. We only support change if Council can provide certainty to the faults location and therefore a reduction in the width of the fault avoidance zone.</p> <p>NOTE: Late submission (received 6.12.16)</p>	<p>Discussion with council and further clarity and certainty over fault location.</p> <p>NOTE: Late submission (received 6.12.16)</p>
14	4	Federated Farmers of New Zealand	24. Rural Zone - Contaminated Sites	Part 9 - Rural	9.5.126	<p>Federated Farmers submits in support of the proposed deletion of Rule 9.5.126. The Section 32 report (p.42) clearly outlines the areas of duplication and it is agreed Rule 9.5.126 is unnecessary.</p>	That Rule 9.5.126 is deleted as proposed.

14	5	Federated Farmers of New Zealand	25. Household Unit Density - Rural 1 Zone	Part 9 - Rural	9.6.4(a)(i)	<p>Add reference to Lake Rotorua Catchment in District Plan maps.</p> <p>Federated Farmers submits in support of the proposal to add reference to the Lake Rotorua catchment in District Plan maps. The lake catchment does provide the trigger for different household unit densities that apply in Rural Zone 1 and as such it would enhance clarity for plan users to know which of the density standards apply.</p>	That reference to the Lake Rotorua Catchment is included in District Plan maps.
14	6	Federated Farmers of New Zealand	26. Household Unit Density - Rural 2 Zone	Part 9 - Rural	9.6.4(b)(iv)	<p>Definitions - Household Lot</p> <p>Federated Farmers supports in part the proposed changes on the basis that it is accepted that the intention of these changes is not to make fundamental changes to the rules relating to density and allocation entitlements.</p>	<p>That the definition of Household unit is amended as per the proposal.</p> <p>That the substitution of the word 'site' with 'lot' in Performance Standard 9.6.4.a is made provided it has no material effect on the allocation entitlements.</p>

Submission Number	Submission Point	Name	Topic	Issue	Sub-Issue	Submission	Decision Sought
5	7	Volcanic Air Safaris Limited	28. Commercial Activities	Part 10 - Reserves, Community Assets and Water	Table 10.5 - 32a	<p>Given the potential for conflict with other lake users, including recreational and commercial activities, the submitter is concerned to ensure that the introduction of new activities into the area it operates is carefully managed.</p> <p>The submitter therefore supports the inclusion of a specific discretionary rule for "Commercial Outdoor Recreation activities" so as to clarify that resource consent is required, noting the Section 32 Report which states that the activity would otherwise default to a discretionary activity under Rule 10.5.2 (which covers all activities not expressly stated in Table 10.5). The submitter also notes the reasoning in the Section 32 Report that having a specific rule is consistent with the intent of the District Plan and Part 9 Rural.</p> <p>It is however unclear under what rule any buildings (as distinct from lake structures) associated with (or accessory to) the outdoor recreation activity will be considered. For example, permitted under Rule 10.5.3 as "Accessory buildings and activities", restricted discretionary under Rule 10.5.4 as "Buildings for recreational activities unless otherwise stated", or discretionary under Rule 10.5.2 "Where an activity is not expressly stated in Table 10.5". For consistency with the District Plan, the submitter suggests that restricted discretionary status is appropriate.</p> <p>The submitter supports the assessment and management of "Commercial Outdoor Recreation activities" through a discretionary resource consent process, but considers that amendments to the relevant criteria are needed to align it with the criteria applicable to restricted discretionary activities.</p> <p>The submitter also considers that amendments to the policy provisions would assist with the implementation of the new rule, including particularly to address the issue of reverse sensitivity.</p>	<p>Retain new Rule 32a.</p> <p>Clarify the rule under which any buildings associated with, or accessory to, the commercial outdoor recreation activity will be considered.</p> <p>Amend 10.9.1 General Assessment Criteria to provide for items h to k, and n in 10.8.1.1.</p> <p>Amend Policy 10.3.5.2 to read: Activities on the surface of water are managed to minimise any potential conflict between those activities, and to avoid, remedy or mitigate reverse sensitivity effects</p> <p>Similar and / or consequential amendments (including to definitions) that would satisfactorily address the matters raised in this submission.</p>
5	8	Volcanic Air Safaris Limited	28. Commercial Activities	Part 10 - Reserves, Community Assets and Water	Table 10.5 - 35a	<p>There is no evaluation in the Section 32 Report to explain why this change is being sought by the Council.</p> <p>The submitter considers that it is confusing to make "Any other Commercial Activities" non-complying in the Water 1 (W1) zone, when restaurants (Rule 33), Retail activities (Rule 34) and Ancillary retail activities (Rule 35) are deemed to be not applicable to the zone.</p> <p>Also, if new Rule 35a is not included in the District Plan, then "Any other Commercial Activities" will be treated as a discretionary activity under Rule 10.5.2 (which covers all activities not expressly stated in Table 10.5).</p> <p>In the absence of any evaluation as to the purpose of this change and its implications, the submitter considers that the status quo is appropriate.</p>	<p>Delete new Rule 35a.</p> <p>Similar and / or consequential amendments (including to definitions) that would satisfactorily address the matters raised in this submission.</p>
2	4	BOP Regional Council	29. Natural Features and Cultural Historic Heritage	Part 13 - Subdivision	Policy 13.3.10.1	<p>Support proposed amendments to Policy 13.3.10.1 as it seeks to ensure priority is placed on avoiding adverse effects of subdivision on these various Section 6 Matters of national importance. Policy 13.3.10.1 gives effect to Policy MN 8B of the Bay of Plenty Regional Policy Statement which states:</p> <p>Policy MN 8B : Managing effects of subdivision, use and development Avoid and, where avoidance is not practicable, remedy or mitigate any adverse effects of subdivision, use and development on matters of national importance assessed in accordance with Policy MN 1B as warranting protection under section 6 of the Act.</p>	<p>Retain proposed amendments to Policy 13.3.10.1 as notified.</p>

Submission Number	Submission Point	Name	Topic	Issue	Sub-Issue	Submission	Decision Sought
8	1	Waikato Regional Council	29. Natural Features and Cultural Historic Heritage	Part 13 - Subdivision	Policy 13.3.10.1	The amendment is supported as it provides greater clarity regarding the policy direction. A minor amendment is sought to reflect the language in s6 RMA, given the list of features refers to s6 matters of national importance. (Waikato Regional Policy Statement section 6.1.8(d),(i) and section 6A development principles.)	Avoid subdivision of sites containing the following features: - Streams, rivers, wetlands, lakes and their margins - Outstanding natural features and landscapes and landforms - Geothermal surface features - Cultural and historic heritage landscapes, sites and features - Significant indigenous vegetation and significant habitats of indigenous fauna unless these features are sensitively incorporated into subdivision design and the values associated with these features are maintained protected.
7	1	Ward Family Trust	31. Net or Gross Site Area - Rural Subdivision - Performance Standards	Part 13 - Subdivision	Table 13.10.2	The introduction of minimum "net" site area to the subdivision performance standards in the Rural 2 zone is opposed. For clarity, this includes: - Table 13.10.2 - Rule 13.10.4.1 - Rule 13.10.4.2 Properties within the Rural 2 zone will be large enough to accommodate dwellings, servicing, access and space around buildings without the need to a net site area to be required to achieve an outcome. The Section 32 reasoning for the proposed change to "net" site areas is unsound for the subject site. The reason for the change is that a meeting was held with the Hamurana residents who said they had concerns over smaller lot subdivision in Hamurana. No technical rationale has been provided, just the opinion of an isolated group of people. This reasoning is unsound as the reasoning only relates to Hamurana area, not the Ngongotaha or any other Rural 2 zoned areas. Hamurana is a different area to all other Rural 2 zones in the district and to have the concerns of one area dictate rules for all other areas is unsound. The Section 32 report also undertakes a benefit/cost analysis, however this analysis states that there are unlikely to be any costs. This is untrue. This proposed change has a significant cost on all those properties that cannot meet the 4,000m2 "net" lot size should they choose to subdivide, as is the situation for this specific submitter. It is also interesting that the "net" site area has been removed from the Residential 1 zone subdivision performance standards, yet their lot areas are far smaller, where space around buildings is more critical, therefore requiring a need for a "net" site area provision more. Furthermore, Rule 9.6.4(b) which relates to additional household units in the Rural 2 zone does not reference the term "net" in its minimum area size requirements for additional dwellings. With regard to effects, there is very little difference between a subdivision or an additional household unit on a property, so there should be no difference or inconsistency between the rules. We agree that the rules need to be made consistent across both the subdivision and Rural zone chapters. Therefore, both chapters should exclude the term "net" when referencing to minimum site area.	Remove all reference of "net" site area from the Rural 2 zone subdivision performance standards.



Submission Number	Submission Point	Name	Topic	Issue	Sub-Issue	Submission	Decision Sought
7	2	Ward Family Trust	31. Net or Gross Site Area - Rural Subdivision - Performance Standards	Part 13 - Subdivision	Rule 13.10.4.1	<p>The introduction of minimum "net" site area to the subdivision performance standards in the Rural 2 zone is opposed. For clarity, this includes:</p> <ul style="list-style-type: none"> <li>- Table 13.10.2</li> <li>- Rule 13.10.4.1</li> <li>- Rule 13.10.4.2</li> </ul> <p>Properties within the Rural 2 zone will be large enough to accommodate dwellings, servicing, access and space around buildings without the need to a net site area to be required to achieve an outcome.</p> <p>The Section 32 reasoning for the proposed change to "net" site areas is unsound for the subject site. The reason for the change is that a meeting was held with the Hamurana residents who said they had concerns over smaller lot subdivision in Hamurana. No technical rationale has been provided, just the opinion of an isolated group of people. This reasoning is unsound as the reasoning only relates to Hamurana area, not the Ngongotaha or any other Rural 2 zoned areas. Hamurana is a different area to all other Rural 2 zones in the district and to have the concerns of one area dictate rules for all other areas is unsound.</p> <p>The Section 32 report also undertakes a benefit/cost analysis, however this analysis states that there are unlikely to be any costs. This is untrue. This proposed change has a significant cost on all those properties that cannot meet the 4,000m<sup>2</sup> "net" lot size should they choose to subdivide, as is the situation for this specific submitter.</p> <p>It is also interesting that the "net" site area has been removed from the Residential 1 zone subdivision performance standards, yet their lot areas are far smaller, where space around buildings is more critical, therefore requiring a need for a "net" site area provision more.</p> <p>Furthermore, Rule 9.6.4(b) which relates to additional household units in the Rural 2 zone does not reference the term "net" in its minimum area size requirements for additional dwellings. With regard to effects, there is very little difference between a subdivision or an additional household unit on a property, so there should be no difference or inconsistency between the rules.</p> <p>We agree that the rules need to be made consistent across both the subdivision and Rural zone chapters. Therefore, both chapters should exclude the term "net" when referencing to minimum site area.</p>	Remove all reference of "net" site area from the Rural 2 zone subdivision performance standards.
7	3	Ward Family Trust	31. Net or Gross Site Area - Rural Subdivision - Performance Standards	Part 13 - Subdivision	Rule 13.10.4.2		
9	6	The Oil Companies (Z Energy Ltd, Mobile Oil NZ Ltd, BP Oil NZ Ltd)	33. Minor Changes	Part 17 - Definitions	17.2 - Service Station		

Submission Number	Submission Point	Name	Topic	Issue	Sub-Issue
9	7	The Oil Companies (Z Energy Ltd, Mobile Oil NZ Ltd, BP Oil NZ Ltd)	33. Minor Changes	Part 7 - Industrial	7.6.12
9	8	The Oil Companies (Z Energy Ltd, Mobile Oil NZ Ltd, BP Oil NZ Ltd)	33. Minor Changes	Part 7 - Industrial	7.8.2 1.d
9	9	The Oil Companies (Z Energy Ltd, Mobile Oil NZ Ltd, BP Oil NZ Ltd)	33. Minor Changes	Part 8 - Business and Innovation	8.6.3.14
14	7	Federated Farmers of New Zealand	33. Minor Changes	Part 17 - Definitions	17.2 - Low Importance Building
Submission Number	Submission Point	Name	Topic	Issue	Sub-Issue
8	2	Waikato Regional Council	36. Walking and Cycling Tracks in SNAs	Appendix 9 Section 6 Matters	A9.2.3(a)(c)
14	8	Federated Farmers of New Zealand	36. Walking and Cycling Tracks in SNAs	Appendix 9 - Section 6 Matters	A9.2.3(a)(vi)
2	5	BOP Regional Council	37. Discretionary Activities : Method of Assessment	Appendix 9 - Section 6 Matters	A9.5.4
Submission Number	Submission Point	Name	Topic	Issue	Sub-Issue
14	9	Federated Farmers of New Zealand	37. Discretionary Activities : Methods of Assessment	Appendix 9 - Section 6 Matters	A9.5.4
8	3	Waikato Regional Council	37. Earthworks - Discretionary Activities : Method of Assessment	Appendix 9 Section 6 Matters	A9.5.4 1-8
1	1	Kitson, Geoffrey Albert	38. Florey Heights Rezoning	Planning Map	343
3	1	Hunt, David	38. Florey Heights Rezoning	Planning Map	343
6	1	Smyth, Ross James	38. Florey Heights Rezoning	Planning Map	343
11	1	Mau, Kelly	38. Florey Heights Rezoning	Planning Map	343

