

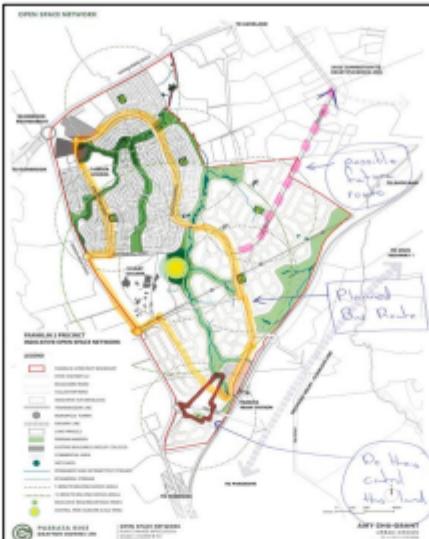
**Appendix 2: Additional comments from Auckland Transport that are not part of the information request.**

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**4. Advisory comments on ITA**

4.1. I have also provided advisory comments on the ITA as set out in the table below. These are not further information requests.

#	Section / topic	Comment
1	Active Modes	To complete the cycle network and improve connectivity through the existing and future development, the following additional connections should be considered: <ul style="list-style-type: none"><li>• A cycle connection between the cycleway on Sims Road and the cycleway to the south, as well as to the north on Puhitahi Hill Road.</li><li>• Extension of the new section of cycleway (as specified in the bullet point above) westward to link with the east-west collector road on the southern boundary of Wesley College.</li></ul>
2	Active Modes Corridor	The Electricity Transmission Corridor offers potential for an additional east-west walking and cycling path through the development from Paerata Road and should be considered. IXXX.3 Policies (11) of the proposed Precinct Provisions details this requirement.
4	Walkway connectivity	Consider the need for walkways along riparian reserves to connect to other access routes to prevent isolated spaces, especially in areas with potential level changes (i.e. retaining walls with walkways along) that could reduce visibility and connectivity.
6	Future Bus Route	Figure 1 below shows AT's proposed bus route connecting Paerata Rise to the future train station. It is noted that if Sims Road undergoes further urbanisation beyond the current precinct boundary, an additional bus route may be required (shown in dashed pink on Figure 1 below) and should be considered when designing the indicative road network.

#	Section / topic	Comment
		 <p><b>Figure 1:</b> Planned and possible future bus route.</p>
7	Indicative Bus Stop	<p>Indicative bus stop locations are shown on Figure 2 below. Enough space should be provided within the road reserve to accommodate bus stops. It is noted that larger shelters should be provided for the stops at the station.</p>  <p><b>Figure 2:</b> Indicative bus stop locations.</p>
8	Street / Train Station interface	<p>The street interface with the train station requires thoughtful design to balance a high-quality public realm with multi-modal needs, especially for feeder buses and cycling. Without careful planning, public space quality may be compromised by functional requirements such as bus-rail interchange infrastructure.</p>

#	Section / topic	Comment
9	Street Trees	Tree planting should be provided on main streets and the proposal should consider the integration of associated ecological corridors and active mode routes.
10	Staging of transport infrastructure	A more detailed assessment should be provided when details of staging are available. Staging considerations should include benefits of having Stage 1 extend Te Rata Boulevard to Paerata Station, with the following stage providing the east-west connector south of Wesley College.

##### 5. Advisory comments on precinct provisions

5.1. I have also provided advisory comments on the precinct provisions as set out in the table below. These are not further information requests but are provided to inform the applicant of AT's standpoint about aspects of the precinct provisions. These comments are not comprehensive but identify immediate matters of interest.

#	Provision(s)	Comment / Recommendation
1.	General	Ensure consistency between reference to 'subdivision and development' and 'development' throughout the precinct provisions. For example, IXXX.8.1(2) Matters of Discretion and IXXX.8.2(2) Assessment Criteria should apply to subdivision, as well as development.
2.	General	Ensure that there is consistent reference to 'residential lots or dwellings,' rather than just 'dwellings' in the Franklin 2 Precinct.
3.	IXXX.3 Policies	Ensure that the appendix numbers identified in Policies 17-19 are correct and corresponds with the correct appendix documents in the proposed precinct plan.
4.	IXXX.3 Policies	Provide Transport Infrastructure policies that capture the requirements of Objectives 6 and 7, particularly in relation to requiring access upgrades on SH22 that ensure a safe and efficient transport network.
5.	XXX.3 Policies	<p>Insert new Transport Infrastructure policy.</p> <p><u>Require subdivision and development to be co-ordinated with the provision of necessary infrastructure and network utilities, including identified upgrades outside the Precinct.</u></p> <p>To support transport land use integration, a robust policy is needed (to support Objective IXXX.2(6)) whereby subdivision and development does not occur in advance of the availability of operational transport infrastructure.</p>
6.	XXX.3(17) Policies	<p>Update Transport Infrastructure Policy.</p> <p><u>Require the construction of new roads <i>in accordance with Appendix 1 – Road Design and Design Elements Table</i> to achieve a highly interconnected pedestrian and road system that provides for all modes of transport, particularly cycling as shown in precinct plan 2.</u></p>

#	Provision(s)	Comment / Recommendation
7.	IXXX.4.1 Activity Table (A4)	AT consider that a non-complying (NC) activity status is more appropriate for subdivision and development that does not provide the required transport infrastructure.
8.	IXXX.4.1 Activity Table (A9)	AT consider this activity status should be NC, consistent with above comments.
9.	IXXX.6.13 Access upgrades and Timing of Development	<p>Insert the following additional purpose statement:</p> <p><u><i>To ensure a connected transport network that is safe and efficient for all modes is appropriately provided to align with and service urban development.</i></u></p> <p>An additional purpose statement is required that highlights the need for the access upgrades, in conjunction with the rate of development.</p>
10.	IXXX.6.13(1) Access Upgrades and Timing of Development	<p>The relevant infrastructure upgrades should be provided as a trigger (rather than a transport assessment being required by a trigger to determine if the upgrades are required in the future).</p> <p>Amend the development standard as follows:</p> <p>The number of dwellings in the Franklin 2 precinct must not exceed the numbers in the table below until the relevant access upgrade assessment has been undertaken to determine whether an access upgrade(s), if any, are required. <u><i>If determined that an access upgrade is required, it shall be constructed and be made operational prior to the number to of residential lots or dwellings in the Franklin 2 precinct exceeding the threshold specified in Table IXXX.6.13.1.</i></u> For the purposes of this rule "dwelling" is a dwelling that has been granted building consent under the Building Act 2004 <u><i>and subdivision that has a section 224(c) certificate that creates additional vacant lots.</i></u></p>
11.	Table IXXX.6.13.1 Access Upgrades and Timing of Development: Rate of development and alignment with access upgrades	<p>For consistency, the title of the activity table should be update as follows:</p> <p>Table IXXX.6.13.1 Access Upgrades and Timing of <u><i>Subdivision and</i></u> Development: Rate of <u><i>subdivision and</i></u> development and alignment with access upgrades</p>
12.	Table IXXX.6.13.1 (a)(ii)	The future Link Road is designated but not existing (under construction). Amend Table IXXX.6.13.1 to reflect this.
13.	IXXX.6.16(1) Subdivision	This would be better covered under matters of discretion and assessment criteria for subdivision activities to allow for requirements for structural elements to be considered for all vacant site subdivision activities, whilst recognising that not all vacant site subdivision activities may warrant the construction of the forementioned structural elements.
14.	XXX.7.1(3) Matters of Discretion	Provide stronger Assessment Criteria for subdivision and development that is tailored to the requirements of the precinct in question.
15.	XXX.8.1(6)(a) Matters of Discretion	Compliance with Appendix 1 would be better included as a development standard, rather than as a matter of discretion/assessment criteria so that road design elements in the

#	Provision(s)	Comment / Recommendation
	IXXX.8.2(6)(a) Assessment Criteria	associated table are a consideration for all subdivision activities within the precinct.
16.	IXXX.8.1(4) Assessment Criteria	This may need to be reconsidered depending on the activity status. The objectives and policies should also be updated to reflect assessment requirements, depending on activity status.
17.	Appendix 1 – Road Design and Design Elements Table	<p>Insert the following notes underneath the table and linked back to the 'Minimum Road Reserve' and 'Bus Provisions' columns:</p> <p><u><i>Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints, or other localised design requirements.</i></u></p> <p><u><i>Note 2: Carriageway and intersection geometry capable of accommodating buses.</i></u></p> <p>This ensures flexibility to meet specific needs of the road controlling authority when designing the transport network.</p>