

Appendix 2: Additional comments from Auckland Transport

These are not part of the council's information request. Please contact Simon Andrews at Auckland Transport for more information.

Activity status for non-compliance with standards

It is AT's view that non-compliance with transport infrastructure requirements should be treated as NC rather than RD or D. This appropriately signals the importance of the transport infrastructure for the development, and the need for greater scrutiny of any proposed departures from transport infrastructure requirements as the provision of the identified transport infrastructure is critical to support development of the Precinct. Subdivision and development occurring without the required transport infrastructure upgrades could have significant adverse effects on the transport network.

Staging

We recommend that staging considers the need to extend Te Rata Boulevard to Paerata Station, followed by the provision of the east-west connectors south of Wesley College. The proposed 'phasing' arrangements are not necessarily sequential, so timing of the construction of different collector roads is uncertain."

Shared paths

Note that any shared path within the road reserve will require a departure from standards from AT.

New policy

Please insert a new Transport Infrastructure policy to read:

Require subdivision and development to be co-ordinated with the provision of necessary infrastructure and network utilities, including identified upgrades outside the Precinct.

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.

Amendment to policy 6

Policy 6(c) should be updated as follows. Policy 6(c) specifies that the north-south local road network, as shown on the Franklin 2 Precinct Plan will be provided. However, local roads are not detailed on the Precinct Plan. The alignment of the local road network is a detailed design matter can that be addressed under subsequent resource consents. It is recommended that Policies 6(b) and (c) are reworded as follows:

(6) Require all subdivision and development to incorporate the structural elements of the Franklin 2 precinct plans to achieve:

(b) a network of connected pedestrian and cycleways which follow the internal road network, riparian reserves and open spaces, while allowing for variation where it would achieve a highly connected street layout that integrates with the surrounding transport network.

(c) ~~a logical north-south local road network~~ that achieves a highly interconnected street layout that integrates with the collector roads within the precinct. ~~which provides the following connections.~~

- ~~(i) Glenbrook Road roundabout to Paerātā train station;~~
- ~~(ii) links to Sim Road to the east;~~
- ~~(iii) links to the identified access points to State Highway 22 to the west; and~~

Policy 17

Update Transport Infrastructure Policy 17 as follows:

Require the construction of new roads to meet functional and design requirements and achieve a highly interconnected pedestrian and road system that provides for all modes of transport, particularly cycling as shown in precinct plan 2.

IXXX.4.1 Activity Table (A17)

Standard IXXX.6.18(2) relates to any subdivision where roads are constructed and should therefore be captured under IXXX.4.1 Activity Table (A17). (A17) should be updated as follows:

~~Vacant site subdivision in a residential zone complying with the standards in IXXX.6.18(1) to IXXX.6.18(4) inclusive.~~

IXXX.4.1 Activity Table (A18)

The wording of IXXX.4.1 Activity Table (A18) should be consistent with (A17), and should be updated as follows:

~~Subdivision that does not comply with in accordance with any of the relevant standards in IXXX.6.18 Subdivision Standards and is not provided for under IXXX.4.1(A15) and IXXX.4.1(A16).~~

Special information requirement relating to Table IXXX.6.14.1.

It is noted that if the precinct provisions include triggers for Transportation infrastructure upgrades that are associated with a certain number of dwellings being constructed or lots being created, a Special Information Requirement is also needed that requires applicants to record and note the number for each resource consent.