

Precincts Auckland-wide

Submission on point	Attachment ref	Theme	Topic	Sub-Topic	Location or Provision number	Reason	Decision sought or any similar amendments necessary to address the matters raised in this submission point
			Motor sports	K.1.5 Precinct rules			
1389					K.1.5 Motorsports	The current provisions do not clearly indicate that the rules for the Public Open Space - Sports and Active Recreation Zone apply as well as the provisions of the Motorsports Precinct.	Replace text above activity table with the following: 1.5 Motorsports 1. The activities, controls and assessment criteria in the Public Open Space - Sports and Active Recreation zone apply in the following precinct and sub-precincts unless otherwise specified below.
1390					K.1.5 Motorsports (new rule)	Notification section required to include provisions from the 2008 Manukau Plan Change 19 for Colin Dale Park sub precinct.	2. <u>Notification 1. The council will consider applications for motorsport activities involving 300 inward vehicle movements per day within the need for public or limited notification, except that limited notification may be given to the New Zealand Transport Authority where they have not provided their written approval.</u>
1391					K.1.5 Motorsports 4.1 Matters of discretion	Table 1 identifies "Dust" as a matter of discretion but there are no assessment criteria in relation to Dust. As a result, the "dust" column is redundant and should be deleted.	In table 1 delete the column with the heading 'Dust'.
1392					K.1.5 Motorsports 2.1.2	The structure of the chapter can be improved by moving controls relating to lighting hours of operation and lasers and fireworks from 3.1.1 (Development Controls, Colin Dale Park) to the land use control section (Section 2.1), and combine the remaining lighting related controls in the development control section under one heading. Change section numbering to provide for the above changes.	Amend and move text as per the following: 2.1.2 Lighting 1. Hours of operation for floodlights shall be no later than 10.00 pm daily except where agreed by Council for special national or international events for a maximum of six days per year. 2. <u>No lasers or fireworks are to be used on the site.</u> 3.1 Sub-precinct - Colin Dale Park 3.1.1 Floodlights 3.1.1 Floodlights 1. The design and location of floodlighting shall ensure that:- 1. The direct illuminance from the lighting installation shall not exceed 100 lux at the boundary of Colin Dale Park;- 2. Hours of operation for floodlights shall be no later than 10.00 pm daily except where agreed by Council for special national or international events for a maximum of six days per year.- 3.1.2 1 Lighting 1. The design and location of floodlighting shall ensure that the direct illuminance from the lighting installation shall not exceed 100 lux at the boundary of Colin Dale Park; 1. 2. All lighting must be installed and maintained to ensure that no light source is directed upwards or outside the site. 2. <u>No lasers or fireworks are to be used on the site.</u> "

1393				K.1.5 Motorsports 2.1(1)	This clause refers to development controls but the controls that follow are land use controls as specified in the heading at clause 2.	Amend 2.1(1) as follows: The following <u>development land use</u> controls apply to Colin Dale Park.
1394				K.1.5 Motorsports 2.2(1)	This clause refers to development controls but the controls that follow are land use controls as specified in the heading at clause 2.2. The clause also incorrectly references the sub-precinct as Rosebank Domain rather than Rosebank Road.	Amend 2.2(1) as follows: The following <u>development land use</u> controls apply to Rosebank <u>Road Domain</u> .
1395				K.1.5 Motorsports, 4 Assessment – Land use controls and development control infringements (new provision)	Add Matters of discretion and Assessment criteria to include provisions from the 2008 Manukau Plan Change 19	<u>4.1 Matters of discretion</u> <u>1. Exceeding 1000 inward vehicle movements per day</u> <u>a. The matters of discretion specified in clause 5.1.4 of the Auckland-wide transport rules.</u>
1396				K.1.5 Motorsports, 4 Assessment – Land use controls and development control infringements (new provision)	Add Matters of discretion and Assessment criteria to include provisions from the 2008 Manukau Plan Change 19	<u>4.3 Assessment criteria</u> <u>1. Exceeding 1000 inward vehicle movements per day</u> <u>b. The assessment criteria specified in clause 5.2.5 of the Auckland-wide transport rules.</u>
1397				K.1.5 Motorsports (new section)	Add Special Information Requirements section to include provisions from the 2008 Manukau Plan Change 19	<u>6. Special information requirements</u> <u>1. Traffic impact assessment</u> <u>A traffic impact assessment must be prepared for resource consent applications to exceed 1000 inward vehicle movements per day. The traffic impact assessment must include the following information:</u> <u>a. How the potential adverse effects of the proposed activity can be managed with appropriate temporary traffic management procedures, which must be commensurate with the nature and scale of the proposed activity and its potential adverse effects.</u> <u>b. Whether an event management plan is required to address arrival and departure times and the provision of public transport to minimise reliance on car trips.</u> <u>c. Monitoring of compliance with traffic generation standards, including all one-off activities and at least the first two events within a season of events expected to exceed this traffic level. The monitoring results must be provided to the council within 14 days from the date of each meeting.</u> <u>d. How priority access will be provided to residential properties that have their access from Prices Road.</u> <u>e. The means by which notice and contact details will be given of the intended event at least two weeks prior to the event to owners of residential properties that have their access from Prices Road, and Auckland International Airport Ltd.</u>
			Racing	F.1.6 Precinct Description, Objectives and Policies		

1398				F.1.6 Racing Objective 3	The use of the word limited suggests that a very narrow range of activities are provided for which is not the case. The change recognises the multi-functional nature of such facilities.	Amend Objective 3 in the following manner: 3. A <u>limited</u> range of specified activities that support the on-going viability of racing venues is provided for.
1399				F.1.6 Policy 3	The use of the word limited suggests that a very narrow range of activities are provided for which is not the case. The change recognises the multi-functional nature of such facilities.	Amend policy 3 in the following manner: 3. Provide for a <u>limited</u> range of appropriate additional uses to establish and operate within the Racing precinct to acknowledge their multi-use functionality and enhance the viability of such venues.
			K.1.6 Precinct Rules			
1400				K.1.6 Racing 1 Activity Table	Motor sport activities should be a permitted activity at Counties Racing Club (e.g. Pukekohe) and not Avondale where they should be non-complying	Amend Table 1.6.1 as follows: Motor sport activities – Avondale P <u>NC</u> Motor sport activities – Counties Racing Club <u>NC P</u>
1401				K.1.6 Racing 2.1(1)(Table 1)	The noise rule is incorrectly limited to rural zoned land.	Amend 2.1(1)(Table 1) as follows: The noise generated by any activity, except motorsports, as measured at or within the boundary of any site containing activities sensitive to noise, or at the notional boundary of activities sensitive to noise in the Rural zone , must not exceed the following noise limits:
1402				K.1.6 Racing 3.1 (new control for Avondale Racecourse)	A height in relation to boundary control should be applied for the Avondale Racecourse racing sub-precinct given that there will be a need to ensure that future buildings, especially within Area 1, do not unduly detract from the amenity values of planned residential development within the adjoining mixed use zone (contained within the proposed Avondale 1 Precinct).	Insert the following control to 3.1 Avondale Racecourse: <u>xxx Height in relation to boundary</u> <u>Buildings must not exceed a height of 2.5m measured vertically above ground level at side and rear boundaries adjoining a site within a residential zone, a public open space zone, or mixed use zone. Thereafter, buildings must be setback 1m for every additional metre in height (45 degrees).</u>
1403				K1.6 Racing 3.1.3 (1)(Table 4)	The building coverage threshold should be reduced to 10% given that Area 2 on the Precinct Plan covers the grassed area within the centre of the track which is used by AJC for overflow parking on race days, along with being leased to Council for use as outdoor playing fields. This is reflected on the current concept plan for Avondale Racecourse in the Isthmus District Plan which limits built development to Area 1 on the Precinct Plan.	Amend as follow: 3.1.3 Building coverage Amend Table 4 to read: Area 2 – 20% <u>10%</u>
			Regional Parks	K.1.7 Precinct Rules		
1404				K.1.7 Regional Parks, 1 Activity Table	Overnight campervan stays are a core activity on regional parks and are specifically provided for in the Regional Parks Management Plan.	Add new activity to the top of the activity table as follows: <u>Overnight campervan area identified in a Regional Parks Management Plan</u>
1405				K1.7 Regional Parks 2.1	The provisions of the precinct only refer to Education facilities but this definition explicitly excludes Tertiary education facilities which involve similar effects as education facilities and should be provided for within the Precinct.	Amend 2.1 and 2.1(1) as follows: 2.1 Education <u>and tertiary education</u> facilities 1. Education <u>and tertiary education</u> facilities for recreation and conservation activities shall be at least 50m away from a residential zone.
			Sports	F.1.9 Precinct Description, Objectives and Policies.		

1406					F1.9 Sports Objective 3	The use of the word limited suggests that a very narrow range of activities are provided for which is not the case. The change recognises the multi-functional nature of such facilities.	Amend Objective 3 in the following manner: 3. A limited range of specified activities that support the on-going viability of the precinct venues is provided for.
1407					F1.9 Sports Policy 3	The use of the word limited suggests that a very narrow range of activities are provided for which is not the case. The change recognises the multi-functional nature of such facilities.	Amend policy 3 in the following manner: 3. Provide for a limited range of appropriate additional uses to establish and operate within the precinct to acknowledge their multi-use functionality and enhance the viability of such venues.
					K.1.9 Precinct Rules		
1408					K.1.9 Sports 1 Activity Table	A maximum building coverage standard was incorrectly excluded.	Insert the following rule: <u>Maximum building coverage: 20 per cent</u>
				Stadiums and Showground's	F.1.10 Precinct Description, Objectives and Policies		
1410					F1.10 Stadium and showground Policy 3	The use of the word limited suggests that a very narrow range of activities are provided for which is not the case. The change recognises the multi-functional nature of such facilities.	Amend policy 3 in the following manner: 3. Provide for a limited range of appropriate additional uses to establish and operate within the stadiums and showgrounds to acknowledge their multi-use functionality and enhance the viability of such venues.
1411					F1.10 Stadium and showground Objective 3	The use of the word limited suggests that a very narrow range of activities are provided for which is not the case. The change recognises the multi-functional nature of such facilities.	Amend Objective 3 in the following manner: 3. A limited range of appropriate activities to support the on-going viability of stadiums and showgrounds are provided for.
					K.1.10 Precinct Rules		
1412					K.1.10 Stadium and showgrounds 5 sub-precinct Western Springs Stadium (new activity table)	The current provisions fail to explicitly provide for motorsport activities as a Permitted Activity in this subzone and as a result the activity is regulated by the underlying zone which does not appropriately provide for such an activity.	Add new activity table and include activity status of motorsport activities as Permitted
1413					K.1.10 Stadium and showgrounds 5 sub-precinct Western Springs Stadium (new activity table)	The activity table providing for Concerts and festivals (limited to 6 per year) as a permitted activity has been omitted from Western Springs	Insert the following into the activity table for Western Springs: <u>Concerts and/ or Festivals (6 per year) - P</u>
1414					K.1.10 Stadium and showgrounds 5.1 (1)(a)	As notified, the public address system was excluded from rule 5.2.1	Amend rule 5.2.1 as follows: a. Noise levels from any activity within Western Springs except for Motor Racing, <u>public address system</u> and Concerts shall not exceed the following limits when measured at or within the boundary of any site comprising activities sensitive to noise:

1415				K.1.10 Stadium and showgrounds 5.1 (3)	As notified, the noise provisions relevant to the use of the public address system were inappropriate.	Amend rule 5.1(3) as follows: a. The noise generated by the public address system when used for any purpose (other than as part of a concert) : <u>i. shall not generate any noise before 8am; and</u> <u>ii. must be switched off no later than 15 minutes after an event and not be used again until 8am; and</u> <u>iii. must not exceed 69 dB LAeq(T) and 80dB LAmex(T) exceed the following noise limits when measured at or within the boundary of any site comprising activities sensitive to noise:</u>
1416				K.1.10 Stadium and showgrounds 5 sub-precinct Western Springs Stadium (new activity table)	The activity table providing for Motor racing (speedway) activities as a permitted activity has been omitted from Western Springs Stadium	Insert the following into the activity table for Western Springs: <u>Motor racing (speedway) activities - P</u>
1417				K.1.10 Stadium and showgrounds 6 Other stadium and showground (new activity table)	The activity table providing for Concerts and festivals as a permitted activity has been omitted from Mount Smart.	Insert the following into the activity table for Mount Smart: <u>Concerts and festivals - P</u>
1418				K.1.10 Stadium and showgrounds 6.1(1)	As notified the provisions relating to noise generated by concerts were overly restrictive.	Insert the following into table 6.1.1 for Mount Smart Stadium: • <u>6 concerts in any 12 month period between 8:00am and 11:00pm for a cumulative duration of no more than 6 hours each - 75dB LAeq(T) and 85dB LA01(T)</u>
1419				K.1.10 Stadium and showgrounds 6.1(1)	Noise has historically been measured from the boundary of the nearest residentially zoned property for Mt Smart Stadium. This should continue.	Amend 1.1 Noise 1. to read: <u>With the exception of Mount Smart Stadium where the noise shall be measured at or within the boundary of any site zoned residential</u> , the noise generated by any activity as measured at or within the boundary of any site comprising activities sensitive to noise must not exceed the following noise limits:
1420				K.1.10 Stadiums and Showgrounds	The size of the permitted GFA of buildings at Mt Smart Stadium and Western Springs Stadium needs to better reflect the size and scale of these facilities and be fit for their primary purpose.	Introduce a coverage control for Western Springs Stadium and Mt Smart Stadium and increase the permitted GFA to recognise the size of these stadia, and the scale of the facilities.
			Waitemata Navigation Channel	F.1.11 Precinct Description, Objectives & Policies		

1421					F.1.11 Waitemata Navigation Channel	The description of the Precinct inadvertently includes reference to an inner and outer harbour precinct which were included in the Draft Plan but are not included within the PAUP. As a result reference to these sub precincts should be deleted.	Amend text in the precinct description as follows: Refer to the planning maps for the location and extent of the precinct and sub-precincts. ...Sediment in the inner harbour contains higher level of contaminants than in outer harbour areas, which when disturbed during dredging can adversely impact on water quality. For this reason a more precautionary approach applies to dredging in inner harbour area of the navigation channel. The precinct is comprised of two sub-precincts: • Sub-precinct A — Inner harbour, where maintenance dredging is a restricted discretionary activity. • Sub-precinct B — Outer harbour, where maintenance dredging is a permitted activity.
				K.1.11 Precinct Rules			
1422					K.1.11 Waitemata Navigation Channel 1 Activity Table	The rules for the precinct inadvertently includes reference to an inner and outer harbour precinct which were included in the Draft Plan but are not included within the PAUP. As a result the rules need to be amended to remove the sub-precincts and the activity status for the entire precinct is as sub-precinct B (i.e. the sub-precinct B column is retained and renamed for the entire precinct). Amend other text to remove sub-precinct references.	Remove sub-precinct A column from the Activity table. <u>Sub-precinct B Activity Status</u> 2. Notification 1. Applications for maintenance dredging within sub-precinct A will be processed on a non-notified basis. 3. Land use controls 1. Maintenance dredging in sub-precinct B
		Precincts General	Precincts general content	F. Precinct objectives and policies - 1 Auckland-wide			
1423					F.1.3 Integrated development F.1.2 Greenfield Urban F.1.5 Motorsports	Amendments requested to provide balanced recognition of all transport modes.	Insert the following objective into every precinct that enables framework plans, and/or contains rules requiring elements of the transport network to be provided/upgraded: <u>Objective</u> 1. <u>Development and/or subdivision within the precinct facilities a transport network that:</u> <u>a. integrates with, and avoids adverse effects on the safety and efficiency of, the transport network of the surrounding area, including any upgrades to the surrounding network</u> <u>b. facilitates transport choices by providing for pedestrians, cyclists, public transport facilities, and vehicles</u> <u>c. is designed and constructed in a manner that is consistent with the requirements of Auckland Transport and any relevant code of practice or engineering standards</u>
				F. Precinct objectives and policies - 1 Central			

1424				<p>F.2.1 Alexandra Park</p> <p>F. 2.3 Carlaw Park</p> <p>F.2.4 Central Park</p> <p>F.2.6 Ellerslie 1</p> <p>F.2.7 Ellerslie 2</p> <p>F.10 Mount Albert 2</p> <p>F.2.12 Newmarket 2</p> <p>F.2.16 Orakei 1</p> <p>F.2.18 Orakei Point</p> <p>F.2.19 St Helliers</p> <p>F.2.20 Saint Lukes</p> <p>F.2.21 Sylvia Park</p> <p>F.2.22 Tamaki</p> <p>F.2.23 Wairaka</p>	Amendments requested to provide balanced recognition of all transport modes.	<p>Insert the following objective into every precinct that enables framework plans, and/or contains rules requiring elements of the transport network to be provided/upgraded:</p> <p><u>Objective</u></p> <p>1. <u>Development and/or subdivision within the precinct facilities a transport network that:</u></p> <p>a. <u>integrates with, and avoids adverse effects on the safety and efficiency of, the transport network of the surrounding area, including any upgrades to the surrounding network</u></p> <p>b. <u>facilitates transport choices by providing for pedestrians, cyclists, public transport facilities, and vehicles</u></p> <p>c. <u>is designed and constructed in a manner that is consistent with the requirements of Auckland Transport and any relevant code of practice or engineering standards</u></p>
				F. Precinct objectives and policies - 3 City Centre		
				<p>F.3.4 Cook St Depot</p> <p>F.3.5 Downtown West</p> <p>F.3.7 Learning</p> <p>F.3.9 Quay Park</p> <p>F.3.12 Viaduct Harbour</p> <p>F.3.15 Wynyard</p>	Amendments requested to provide balanced recognition of all transport modes.	<p>Insert the following objective into every precinct that enables framework plans, and/or contains rules requiring elements of the transport network to be provided/upgraded:</p> <p><u>Objective</u></p> <p>1. <u>Development and/or subdivision within the precinct facilities a transport network that:</u></p> <p>a. <u>integrates with, and avoids adverse effects on the safety and efficiency of, the transport network of the surrounding area, including any upgrades to the surrounding network</u></p> <p>b. <u>facilitates transport choices by providing for pedestrians, cyclists, public transport facilities, and vehicles</u></p> <p>c. <u>is designed and constructed in a manner that is consistent with the requirements of Auckland Transport and any relevant code of practice or engineering standards</u></p>
				F. Precinct objectives and policies - 5 North		

1425				F.5.5 Albany Centre F.5.6 Bayswater Marina F.5.8 Chelsea F.5.11 Devonport Peninsula F.5.13 Gulf Harbour F.5.16 Hobsonville Corridor F.5.17 Hobsonville Point F.5.18 Huapai North F.5.21 Kumeu F.5.23 Long Bay F.5.25 Matakana 1 F.5.30 Orewa 1 F.5.31 Orewa 2 F.5.32 Orewa 3 F.5.39 Riverhead	Amendments requested to provide balanced recognition of all transport modes.	Insert the following objective into every precinct that enables framework plans, and/or contains rules requiring elements of the transport network to be provided/upgraded: Objective <u>1. Development and/or subdivision within the precinct facilities a transport network that:</u> <u>a. integrates with, and avoids adverse effects on the safety and efficiency of, the transport network of the surrounding area, including any upgrades to the surrounding network</u> <u>b. facilitates transport choices by providing for pedestrians, cyclists, public transport facilities, and vehicles</u> <u>c. is designed and constructed in a manner that is consistent with the requirements of Auckland Transport and any relevant code of practice or engineering standards</u>
				F. Precinct objectives and policies - 5 North		

1426					F.5.42 Silverdale 1 F.5.43 Silverdale 2 F.5.44 Silverdale North F.5.45 Smales 1 F.5.46 Smales 2 F.51 Waimana Pt F.5.55 Warkworth 1 F.5.56 Warkworth 2 F.5.58 Weiti	Amendments requested to provide balanced recognition of all transport modes.	Insert the following objective into every precinct that enables framework plans, and/or contains rules requiring elements of the transport network to be provided/upgraded: Objective <u>1. Development and/or subdivision within the precinct facilities a transport network that:</u> <u>a. integrates with, and avoids adverse effects on the safety and efficiency of, the transport network of the surrounding area, including any upgrades to the surrounding network</u> <u>b. facilitates transport choices by providing for pedestrians, cyclists, public transport facilities, and vehicles</u> <u>c. is designed and constructed in a manner that is consistent with the requirements of Auckland Transport and any relevant code of practice or engineering standards</u>
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1427				F. Precinct objectives and policies - 6 South	F.6.3 Auckland Airport F.6.4 Beachlands F.6.5 Clevedon F.6.6 Flatbush F.6.7 Franklin F.6.9 Karaka 2 F.6.10 Kelly's Cove F.6.11 Kingseat F.6.15 Mangere Gateway F.6.19 Papakura F.6.20 Pararekau & Kopuhingahinga Islands F.6.21 Pine Harbour F.6.22 Pukekohe Hill F.6.25 Takanini F.6.27 Waiuku F.6.29 Whifford	Amendments requested to provide balanced recognition of all transport modes.	Insert the following objective into every precinct that enables framework plans, and/or contains rules requiring elements of the transport network to be provided/upgraded: <u>Objective</u> <u>1. Development and/or subdivision within the precinct facilities a transport network that:</u> <u>a. integrates with, and avoids adverse effects on the safety and efficiency of, the transport network of the surrounding area, including any upgrades to the surrounding network</u> <u>b. facilitates transport choices by providing for pedestrians, cyclists, public transport facilities, and vehicles</u> <u>c. is designed and constructed in a manner that is consistent with the requirements of Auckland Transport and any relevant code of practice or engineering standards</u>
1428				F. Precinct objectives and policies - 7 West	F.7.1 Avondale 1 F.7.2 Avondale 2 F.7.3 Babich F.7.6 New Lynn F.7.7 Penihana F.7.10 Westgate	Amendments requested to provide balanced recognition of all transport modes.	Insert the following objective into every precinct that enables framework plans, and/or contains rules requiring elements of the transport network to be provided/upgraded: <u>Objective</u> <u>1. Development and/or subdivision within the precinct facilities a transport network that:</u> <u>a. integrates with, and avoids adverse effects on the safety and efficiency of, the transport network of the surrounding area, including any upgrades to the surrounding network</u> <u>b. facilitates transport choices by providing for pedestrians, cyclists, public transport facilities, and vehicles</u> <u>c. is designed and constructed in a manner that is consistent with the requirements of Auckland Transport and any relevant code of practice or engineering standards</u>

1429				F. Precinct objectives and policies - 1 Auckland-wide	F.1.3 Integrated development F.1.2 Greenfield Urban F.1.5 Motorsports	Amendments requested to provide balanced recognition of all transport modes.	Insert the following policy into every precinct that enables framework plans, and/or contains rules requiring elements of the transport network to be provided/upgraded: <u>Policy</u> 1. Require subdivision and/or development within the precinct (including any framework plans) to provide for a transport network that: a. as a minimum, is in accordance with the transport network elements shown on the precinct plan(s) b. supports safe and efficient movement of pedestrians, cyclists, public transport and vehicles c. is designed and constructed in accordance with the requirements of Auckland Transport and any relevant code of practice or engineering standards
1430				F. Precinct objectives and policies - 1 Central	F.2.1 Alexandra Park F. 2.3 Carlaw Park F.2.4 Central Park F.2.6 Ellerslie 1 F.2.7 Ellerslie 2 F.10 Mount Albert 2 F.2.12 Newmarket 2 F.2.16 Orakei 1 F.2.18 Orakei Point F.2.19 St Helliers F.2.20 Saint Lukes F.2.21 Sylvia Park F.2.22 Tamaki F.2.23	Amendments requested to provide balanced recognition of all transport modes.	Insert the following policy into every precinct that enables framework plans, and/or contains rules requiring elements of the transport network to be provided/upgraded: <u>Policy</u> 1. Require subdivision and/or development within the precinct (including any framework plans) to provide for a transport network that: a. as a minimum, is in accordance with the transport network elements shown on the precinct plan(s) b. supports safe and efficient movement of pedestrians, cyclists, public transport and vehicles c. is designed and constructed in accordance with the requirements of Auckland Transport and any relevant code of practice or engineering standards

1431				F. Precinct objectives and policies - 3 City Centre	F.3.4 Cook St Depot F.3.5 Downtown West F.3.7 Learning Park F.3.9 Quay Park F.3.12 Viaduct Harbour F.3.15 Wynyard	Amendments requested to provide balanced recognition of all transport modes.	Insert the following policy into every precinct that enables framework plans, and/or contains rules requiring elements of the transport network to be provided/upgraded: <u>Policy</u> 1. Require subdivision and/or development within the precinct (including any framework plans) to provide for a transport network that: a. as a minimum, is in accordance with the transport network elements shown on the precinct plan(s) b. supports safe and efficient movement of pedestrians, cyclists, public transport and vehicles c. is designed and constructed in accordance with the requirements of Auckland Transport and any relevant code of practice or engineering standards
1432				F. Precinct objectives and policies - 5 North	F.5.5 Albany Centre F.5.6 Bayswater Marina F.5.8 Chelsea F.5.11 Devonport Peninsula F.5.13 Gulf Harbour F.5.16 Hobsonville Corridor F.5.17 Hobsonville Point F.5.18 Huapai North F.5.21 Kumeu F.5.23 Long Bay F.5.25 Matakana 1 F.5.30 Orewa 1 F.5.31 Orewa 2 F.5.32 Orewa 3 F.5.33 Orewa 4	Amendments requested to provide balanced recognition of all transport modes.	Insert the following policy into every precinct that enables framework plans, and/or contains rules requiring elements of the transport network to be provided/upgraded: <u>Policy</u> 1. Require subdivision and/or development within the precinct (including any framework plans) to provide for a transport network that: a. as a minimum, is in accordance with the transport network elements shown on the precinct plan(s) b. supports safe and efficient movement of pedestrians, cyclists, public transport and vehicles c. is designed and constructed in accordance with the requirements of Auckland Transport and any relevant code of practice or engineering standards

1433				F. Precinct objectives and policies - 5 North	F.5.42 Silverdale 1 F.5.43 Silverdale 2 F.5.44 Silverdale North F.5.45 Smales 1 F.5.46 Smales 2 F.51 Waimana Pt F.5.55 Warkworth 1 F.5.56 Warkworth 2 F.5.58 Weiti	Amendments requested to provide balanced recognition of all transport modes.	Insert the following policy into every precinct that enables framework plans, and/or contains rules requiring elements of the transport network to be provided/upgraded: <u>Policy</u> 1. Require subdivision and/or development within the precinct (including any framework plans) to provide for a transport network that: a. as a minimum, is in accordance with the transport network elements shown on the precinct plan(s) b. supports safe and efficient movement of pedestrians, cyclists, public transport and vehicles c. is designed and constructed in accordance with the requirements of Auckland Transport and any relevant code of practice or engineering standards
1434				F. Precinct objectives and policies - 6 South	F.6.3 Auckland Airport F.6.4 Beachlands F.6.5 Clevedon F.6.6 Flatbush F.6.7 Franklin F.6.9 Karaka 2 F.6.10 Kelly's Cove F.6.11 Kingseat F.6.15 Mangere Gateway F.6.19 Papakura F.6.20 Pararekau & Kopuhingahinga Islands F.6.21 Pine Harbour F.6.22 Pukekohe Hill F.6.25 Takanini F.6.27 Waiuku F.6.29 Whitford	Amendments requested to provide balanced recognition of all transport modes.	Insert the following policy into every precinct that enables framework plans, and/or contains rules requiring elements of the transport network to be provided/upgraded: <u>Policy</u> 1. Require subdivision and/or development within the precinct (including any framework plans) to provide for a transport network that: a. as a minimum, is in accordance with the transport network elements shown on the precinct plan(s) b. supports safe and efficient movement of pedestrians, cyclists, public transport and vehicles c. is designed and constructed in accordance with the requirements of Auckland Transport and any relevant code of practice or engineering standards

1435				F. Precinct objectives and policies - 7 West	F.7.1 Avondale 1 F.7.2 Avondale 2 F.7.3 Babich F.7.6 New Lynn F.7.7 Penihana F.7.10 Westgate	Amendments requested to provide balanced recognition of all transport modes.	Insert the following policy into every precinct that enables framework plans, and/or contains rules requiring elements of the transport network to be provided/upgraded: <u>Policy</u> 1. Require subdivision and/or development within the precinct (including any framework plans) to provide for a transport network that: <u>a. as a minimum, is in accordance with the transport network elements shown on the precinct plan(s)</u> <u>b. supports safe and efficient movement of pedestrians, cyclists, public transport and vehicles</u> <u>c. is designed and constructed in accordance with the requirements of Auckland Transport and any relevant code of practice or engineering standards</u>
1436				K. Precinct rules	K.2.18 Orakei Point K.2.21 Sylvia Park K5.16 Hobsonville Corridor K.5.17 Hobsonville Point K.6.25 Takanini K.7.7 Penihana North K.7.10 Westgate	Amendments requested to improve clarity and consistency for indicative transport network plans and cross-sections.	1. Amend all precinct plans such that where they appear on precinct plans, the following elements of the transport network are identified as indicative only: a. bus stops/shelters b. bus stations c. bus routes d. priority transit lanes e. park and rides (where these are future/proposed - existing ones should be shown as existing) f. transport interchanges (where these are future/proposed - existing ones should be shown as existing) And any such consequential amendments to the precinct plan provisions to ensure that consideration of the location of the facilities identified above is given through the framework plan/subdivision/development process, and that any guidance as to the appropriateness of these features is provided in the objectives/policies for the precinct.
1437					K.6.25 Takanini	Amendments requested to improve clarity and consistency for indicative transport network plans and cross-sections.	Amend all precinct plans such that the following elements within the streets/roads are deleted: a. Street lights b. Street furniture c. Street tree planting And any such consequential amendments to the precinct plan provisions to ensure that the consideration of the location of the facilities identified above is given through the framework plan/subdivision/development process, and that any guidance as to the appropriateness of these features is provided in the objectives/policies for the precinct.

1438				K. Precinct rules - 2 Central and 3 City Centre	K.2.3 Carlaw Park K.2.4 Central Park K.2.6 Ellerslie 1 K.2.7 Ellerslie 2 K.2.10 Mt Albert 2 K2.14 Okahu Marine K2.18 Orakei Point K.2.20 St Lukes K.2.21 Sylvia Park K.3.1 Britomart K.3.6 Learning K.3.11 Viaduct Harbour K.3.13 Westhaven K.3.14 Wynyard	Amendments requested to indicative transport network plans and cross-sections meet relevant engineering standards.	Amend and update the precinct provisions that relate to transport typologies and design (including cross sections) to ensure they meet the requirements of Auckland Transport and any relevant code of practice or engineering standards.
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1439				K. Precinct rules - 5 North	K.5.4 Albany 3 K.5.5 Albany Centre K.5.8 Chelsea K.5.11 Devonport Peninsula K.5.16 Hobsonville Corridor K.5.17 Hobsonville Point K.5.18 Huapai North K.5.21 Kumeu K.5.23 Long Bay K.5.25 Matakana 1 K.5.30 Orewa 1 K.5.31 Orewa 2 K.5.32 Orewa 3 K.5.33 Orewa Countryside K.5.39 Riverhead South	Amendments requested to indicative transport network plans and cross-sections meet relevant engineering standards.	Amend and update the precinct provisions that relate to transport typologies and design (including cross sections) to ensure they meet the requirements of Auckland Transport and any relevant code of practice or engineering standards.
1440				K. Precinct rules - 5 North	K.5.43 Silverdale 2 K.5.44 Silverdale North K.5.47 Takapuna 1 K.5.48 Takapuna 2 K.5.51 Waimana Point K.5.55 Warkworth 1 K.5.56 Warkworth 2 K.5.58 Weiti	Amendments requested to indicative transport network plans and cross-sections meet relevant engineering standards.	Amend and update the precinct provisions that relate to transport typologies and design (including cross sections) to ensure they meet the requirements of Auckland Transport and any relevant code of practice or engineering standards.

1441				K. Precinct rules - 6 South	K.6.3 Auckland Airport K.6.4 Beachlands 1 K.6.5 Clevedon K.6.6 Flatbush K.6.7 Franklin K.6.8 Karaka 1 K.6.9 Karaka 2 K.6.10 Kelly's Cove K.6.11 Kingseat K.6.15 Mangere Gateway K.6.18 Mill Road K.6.20 Pararekau & Kopuahingahinga Islands K.6.21 Pine Harbour K.6.22 Pukekohe Hill K.6.24 Runciman K.6.25 Takapuni	Amendments requested to indicative transport network plans and cross-sections meet relevant engineering standards.	Amend and update the precinct provisions that relate to transport typologies and design (including cross sections) to ensure they meet the requirements of Auckland Transport and any relevant code of practice or engineering standards.
1442				K. Precinct rules - 5 North	K.6.27 Waiuku K.6.28 Whitford K.6.29 Whitford Village	Amendments requested to indicative transport network plans and cross-sections meet relevant engineering standards.	Amend and update the precinct provisions that relate to transport typologies and design (including cross sections) to ensure they meet the requirements of Auckland Transport and any relevant code of practice or engineering standards.

1443				K Precinct rules - 7 West	K.7.1 Avondale 1 K.7.2 Avondale 2 K.7.3 Babich K.7.6 New Lynn K.7.7 Penihana North K.7.8 Swanson North K.7.9 Waitakere Ranges Heritage Area K.7.10 Westgate	Amendments requested to indicative transport network plans and cross-sections meet relevant engineering standards.	Amend and update the precinct provisions that relate to transport typologies and design (including cross sections) to ensure they meet the requirements of Auckland Transport and any relevant code of practice or engineering standards.
1444				Part 5 Appendices, Appendix 11 Precincts	Appendix 11.5.3 Huapai North Appendix 11.6.2. Kingseat Appendix 11.5.8 Silverdale North Appendix 11.5.1 Hobsonville Point Appendix 11.5.1 Albany Centre Appendix 11.5.5 Orewa 1	Amendments requested to indicative transport network plans and cross-sections meet relevant engineering standards.	Amend and update the precinct provisions that relate to transport typologies and design (including cross sections) to ensure they meet the requirements of Auckland Transport and any relevant code of practice or engineering standards.

1445			Framework plans - general	Framework plans - general	<p>A number of precincts with framework plans in the PAUP either set the matters of discretion and assessment criteria for the activity too broadly, so as to make it a discretionary activity, or duplicate the matters of discretion and assessment criteria between the framework plan resource consent and subsequent resource consents for individual buildings.</p> <p>The purpose of framework plans is to establish the broad spatial pattern of development within a defined area. Where the rules require, subsequent resource consents for development in accordance with the framework plan consider detailed matters and should not relitigate matters that have already been addressed through the framework plan application.</p> <p>Several precincts need to be reviewed in order to refine the matters of discretion and assessment criteria so that they are appropriately tailored to the effects that the activity may on the environment.</p>	<p>Review the framework plan provisions in the following precincts to ensure that:</p> <ul style="list-style-type: none"> - there is no duplication between the matters of discretion and assessment criteria for resource consent applications for a framework plan and subsequent development in accordance with a framework plan - the matters of discretion and assessment criteria for resource consent applications for a framework plan are appropriately tailored to the effects the activity may have on the environment <ul style="list-style-type: none"> - Tamaki - Wairaka - Hobsonville Corridor - Hobsonville Point - Weiti - Devonport Peninsula - Orewa 2 - Warkworth 1 - Clevedon - Whitford Village - Mangere Gateway - Franklin - Massey North.