

Summary of submissions considered in report on part 13 - Connectivity and linkages, and related matters

Text: Part 13 - Connectivity and linkages

Code (clause)	Decision requested	Submission No.
13	Call part 13 - Connectivity and linkages, "Transport" instead so everyone understands what this section is actually about.	367/1
13	Change the name of part 13 (Connectivity and linkages) to 'Transport'	561/1, 650/1, 693/1, 862/1, 1012/1, 1122/1, 1130/1, 1163/1, 3223/1, 3614/1
13	Make use of comprehensive and simple cross referencing	561/2, 650/2, 693/2, 862/2, 1012/2, 1122/2, 1130/2, 1163/2, 3223/2, 3614/2
13	Provide reference to detailed standards and assessment criteria for parking buildings and other parking areas	561/3, 650/3, 693/3, 862/3, 1012/3, 1122/3, 1130/3, 1163/3, 3223/3, 3614/3
13	Adopt and integrate appropriately with the Plan, and give effect to, relevant transport plans and strategies including any new plans and strategies that may eventuate (clause 13.2).	561/4, 650/4, 693/4, 862/4, 1012/4, 1122/4, 1130/4, 1163/4, 3223/4, 3614/4
13	Provide the specific information which is lacking about standards and assessment criteria for parking buildings and other parking areas	561/8, 650/8, 693/8, 862/8, 1012/8, 1122/8, 1130/8, 1163/8, 3223/8, 3614/8
13	Change the title for part 13 - Connectivity and linkages, to Transport and Rooding (Connectivity and Linkages).	579/1
13	More cross referencing should be used throughout the document.	579/2
13	TP124 should be adopted as Plan standards for roading and access.	618/143, 619/92, 754/104, 859/104, 1285/19, 1286/67, 2670/91, 2878/67
13	The provisions relating to 'discretion' in part 13 would be better located within the general plan modification provisions in clause 10c.3.	618/146, 619/95, 1286/70, 1285/22, 2670/94
13	In part 13, require bridle paths to be taken into account and provided for.	852/3
13	Delete all provisions which have the intention or effect of restricting the ability of commercial tourist ventures to provide direct access by air for visitors. This will include deletions from clauses 13.2.3, 13.3.2, 13.3.3, and 13.4.3.	966/5
13	Introduce a variation to the Plan to appropriately identify (via the issues) and address (via the policy framework and the rules) issues relating to transport, particularly air transport, including issues relating to domestic and tourist demand.	966/6
13	Amend the Plan to appropriately identify (via the issues) and address (via the policy framework and the rules) issues relating to transport, particularly air transport, including issues relating to domestic and tourist demand	966/7
13	Amend part 13 to incorporate a policy framework that appropriately identifies and includes objectives and policies relating to air transport activities, including as it relates to domestic and tourist demands.	966/10
13	Amend part 13 to incorporate a policy framework that has provisions recognising the general importance of air travel for servicing islands, and its importance for the economic growth and future development of the islands , including of the tourism industry in the greater Auckland area.	966/11
13	Amend part 13 to incorporate a policy framework that has provisions identifying the current (and anticipated) level of helicopter activity in the Hauraki Gulf and recognising the need / demand for air transport to service local and tourism related activities, including the convenience and accessibility of this means of travel and net benefits that air travel can provide.	966/12
13	Amend part 13 to incorporate a policy framework that include provisions recognising air travel as a convenient means of travel and further, recognising the increased demand for air travel services, coupled with the need to meet increasing domestic and tourist demands (including for direct connection services) may generate more demand for helipads or the need for a more intensive use of helipads.	966/13
13	Amend part 13 to incorporate a policy framework that include provisions specifically identifying the potential adverse effects of air	966/14

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	transport, and the way in which these adverse effects are expected to be managed	
13	Amend the Plan to recognise and comprehensively address the issue of reverse sensitivity in respect of airstrips and helipads. Include appropriate issues, objectives, policies and rules (i.e. controlling the intensification of sensitive activities around such sites).	966/19
13	Waiheke needs to limit the use of private vehicles using the vehicular ferry unless they own property on the island and this should be incorporated into the district plan.	1022/8
13	Sealink and Waiheke Shipping ferries need to keep their noise down.	1026/8
13	Make appropriate amendments to the Plan to acknowledge the necessity for a Travel and Traffic Strategy and council to undertake to implement this strategy.	1055/2
13	The chapter heading (connectivity and linkages) of part 13 does not signal properly the content of this section in regards to Parking standards etc and should be changed.	1286/85, 1287/130, 1288/64, 1289/127, 2878/86
13	Specify that secondary and local roads are not to be widened along their full extent. Widening of site specific locations may be appropriate, for example particularly narrow bends.	1250/86
13	A new set of provisions need to be included (in part 13) that relate to the quality and use of public open space.	1289/148
13	Inclusion of a commitment by the Council with the Plan to work with landowners and residents to resolve long-standing problems of access to private properties through the use of unformed roads or other appropriate measures.	1314/1, 1360/1, 1370/1, 1393/1, 1420/1, 1488/1, 1569/1, 1912/1, 1919/1, 1947/1, 1982/1, 2002/1, 2240/1, 2363/1, 2371/1, 2373/1, 2492/1, 3637/1, 3784/1,
13	Inclusion of appropriate clauses recognising all existing paths, walkways, bush tracks, tracks, driveways, quad-bike tracks, accessways as existing uses or permitted activities, within part 13.	1350/2, 1355/2, 1453/2, 1465/2, 1470/2, 1489/2, 1514/2, 2243/2, 2273/2, 2488/2, 2861/2, 3636/2, 3671/2
13	Provisions in Part 13 should be renamed and amended as it is not clear that they address parking standards for example.	2721/2
13	TP 124 should be adopted as a Plan standard if that is all that the Plan is to specify as to roading and access standards.	2721/4
13	That the Plan (particularly part 13) be approved.	2736/1
13	Reject the entire part 13 connectivity and linkages and revert to the existing operative plan	2798/1, 2824/1
13	In Connectivity and Linkages section, require bridle paths to be taken into account and provided for in landforms 1 to 7 inclusive, recreation 1, 2, 3 rural 1, 2, 3.	2922/3
13	With respect to clauses 13.2.2 & 13.3.1 that Objectives, Policies, Assessment Criteria and Rules be developed providing for public space enhancement leading to facilities to enable a "walking ferry bus" commencing in Oneroa village or Allison Park to Matiatia and back. There will be ancillary facilities required such as public parking and bus pick up and drop off facilities.	2938/1
13	Seeks that Objectives, Policies and Rules be added to part 13, that addresses the adverse impact of the motor car on the wellbeing of our communities and the public space conflicts that arise between the motor vehicle, the pedestrian and the bicycle	2939/1
13	Seeks Objectives, Policies, Assessment Criteria and Rules that recognise the need for quality public space and the different activities and perceptions of pedestrians and persons on bicycles as a means of transport.	2939/2
13	Seeks that the objectives and policies formulated in part 13 will separate bicycle paths and footpaths to the wharf, divert the through traffic stream from the main shopping areas. Address traffic conflicts in predominantly public open space resolving those conflicts in favour of increased quality of open space by removal of the traffic; provide dedicated cyclepaths on the main transport routes about the Island.	2939/3
13	A section be added to part 13 that addresses the enhancement of public space. This will include addressing the adverse impact of the motor car on foot traffic and cycle traffic.	2941/1
13	Include objectives, policies, assessment criteria and rules in part 13 that are directed to improving the quality of public space. This would include separating the pedestrian and cyclist from the motor vehicle and improving the quality of experience at public recreation points about the islands.	2941/2
13	The title of Part 13.0 should be changed from 'connectivity and linkages' to 'Transport and Roding (connectivity and linkages)' or 'Transport'	3061/111

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13	A simple and comprehensive system of cross referencing should be used throughout Part 13.0 Connectivity and linkages.	3061/112
13	There is a general lack of specific information and referencing in Part 13.0 - Transport. For example: What legislation, strategies and policy documents and plans are being referred to in clause 13.2? How does Council propose to reduce reliance on private vehicle trips and encourage the use of alternative forms of transport? If the intent is to develop park and ride this should be explicit. There is a lack of standards and assessment criteria for parking buildings and other parking areas. There is a lack of specific information on the measures to be adopted in clause 13.4.1. There is a lack of specific information in relation to the achievement of the objectives set out in clause 13.3.5.	3061/152
13	Part 13.0 Transport is opposed in its present form until the critical decisions on transport planning have been clarified. The Part 13.0 should then be finalised via a process involving full community participation so as to produce outcomes with a clear community mandate.	3061/153
13	Protect existing tracks and roads on Great Barrier.	3104/6
13	That Council enact objectives, policies, rules and assessments that prohibit the passing onto the foreshore of vehicles at the intersection of First Avenue and Garrett Road, Onetangi. This might be achieved by the erection of a barrier, explanative signs and enforcement action. Provision of parking area on land nearby for parking of trailers and cars.	3270/1
13	Add a section on Cycling needs to the connectivity and linkages section. Currently cycling concerns are combined with pedestrian concerns. Separate cycling concerns from pedestrian concerns, with improving cycling on island roads as a separate section within the Transport Section (part 13)	3849/1
13	Include safe bike lanes (at least 1 m wide) along main Matiatia to Onetangi Route. This includes widening road in places, removing curbing from eastbound Onetangi straight and providing road signage marking bike routes. (refers to part 13)	3849/2
13	Close the Blackpool/Surfdale Esplanade to road traffic, except for emergency vehicles (and cyclists). (refers to part 13)	3849/3
13	Revert the free parking along Ocean View Rd to Matiatia to a bike lane, as it used to be, on uphill (left) side. (refers to part 13)	3849/4
13	Widen Onetangi Rd straight of way, with bike lane on both sides. (Refers to part 13)	3849/5
13	Add two-way cycleway along northern side of Causeway Road and Belgium Street and along western side of Wharf Rd. (refers to part 13)	3849/6
13	Add cycleways along side the roads to the schools on Donald Bruce Rd and Seaview Road. (Refers to part 13)	3849/7
13	Add bicycle parking facilities/racks at key areas shops, beaches, and transport hubs. (Refers to part 13)	3849/8
13	Provide cycle carrying facilities on public transport-funding bus bike racks which attach on the front of buses ala Seattle and Eugene, Oregon and maintaining ferry use. (Refers to part 13)	3849/9
13	Plan to accommodate cyclists in all new roads proposed for Waiheke. (Refers to part 13)	3849/10
13.2	Provide the specific information which is lacking about 'Relevant legislation, strategies, policy documents and plans' (clause 13.2)	561/5, 693/5, 862/5, 1012/5, 1122/5, 1130/5, 1163/5, 3223/5, 3614/5
13.2	Clause 13.2 should include horses as a means of transport and they should be covered by their own section to distinguish them from cycling and walking.	579/3
13.2	Horses should be included (in its own section) as a means of transport under clause 13.2.	3061/114
13.2	The intent to ensure an integrated and sustainable approach is undertaken to water transport and the intent to have council working closely with all water transport stakeholders, including ARC (13.2.1) is supported.	3061/168
13.2.1	Provide the specific information which is lacking about the intention to have the council working together with land transport stakeholders (clause 13.2.1)	561/6, 650/6, 693/6, 862/6, 1012/6, 1122/6, 1130/6, 1163/6, 3223/6, 3614/6
13.2.1	"Close community involvement at all levels" should be added to clause 13.2.1(1).	3061/113
13.2.2	Connections with other forms of land based transport should be stressed further in clause 13.2.2, particularly, with regard to public transport, that is buses.	579/4
13.2.2	Clause 13.2.2 should be amended to better reflect the differences between wharves on the individual islands such as at Whangaparapara, Pakatoa, Rakino and Rotoroa.	1286/87, 1287/131, 1288/65, 1289/129, 2878/88
13.2.2	The importance of the connection between wharves and other forms of land based transport is not stressed enough in clause 13.2.2,	3061/115

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	particularly in regard to public transport, buses in particular.	
13.2.2	The stated commitment to providing an effective and efficient land transport system in clause 13.2.2 is supported.	3061/169
13.2.3	For the Church Bay Estate area and the area bounded by Onetangi and Seaview Roads, personal helipads should not be allowed but a single designated helipad provided for each of those areas for general use.	579/5
13.2.3	Clause 13.2.3 should be amended to reflect the existence of the Onetangi airfield.	1286/88, 1287/132, 1288/66, 1289/130, 2878/89
13.2.3	There needs to be some control over the proliferation of helipads, particularly helipads purely for personal use.	3061/116
13.2.3	A single designated helipad area should be provided for each village for general use.	3061/117
13.2.4	Amend clause 13.2.4 to specify that any unformed legal roads on Waiheke are opened up to walking, cycling and horse riding only.	1250/84
13.2.5	The broad intent of clause 13.2.5 is supported subject to later comments in regard to the construction of access ways in general and access to corner commercial sites (particularly service stations) in particular.	3061/170
13.2.5	The stated desirability of finding ways of encouraging the use of public transport and reducing the need for parking (see also 13.4.5) is supported.	3061/171
13.2.6	That the following be added to clause 13.2.6: "How to ensure that adequate provision is made for wheelchair, mobility scooters, blind pedestrians and prams so that movement of vulnerable at risk mobility impaired persons on the roads is appropriately recognised and provided for".	505/1
13.2.6	Each of these modes (cycling and walking) have different needs and those needs should be identified separately rather than combined under one heading (ie clause 13.2).	579/6
13.2.6	Remove from clause 13.2.6: "However, in the islands the sealed carriageway of many roads is not sufficiently wide for safe cycling, and cycling facilities are only provided for in limited locations. For pedestrians, only parts of the islands have footpaths."	1250/85
13.2.6	Clause 13.2.6 should be amended to include reference to bridle paths.	1286/89, 1287/133, 1288/67, 1289/131, 2878/90
13.2.6	Provide Objectives, Policies, Rules and Assessment Criteria in clause 13.2.6 that recognise and provide for dedicated cycleways along the main roads between the villages and to the wharf at Matiatia and Kennedy Point.	2935/2
13.2.6	With respect to clause 13.2.6 seeks an addition of Objectives, Policies, Assessment Criteria and Rules that provide for storage and shelter of bicycles and secure car parking facilities at one or two bus stops in each village throughout the Island.	2936/1
13.2.6	Clause 13.2.6 is opposed as both cycling and walking should be identified and dealt with separately.	3061/119
13.2.7	Expresses concern that clause 13.2.7 does not contain any clear direction particularly as far as Waiheke is concerned.	579/7
13.2.7	Asks whether there is a Waiheke Passenger Transport Strategy document, and if not why not?	579/8
13.2.7	Clause 13.2.7 needs to be detailed as to the actual transport situation such as Great Barrier and is incorrect in referencing existing bus services on Islands other than Waiheke.	1286/90, 1287/134, 1288/68, 1289/132, 2878/91
13.2.7	Clause 13.2.7 Passenger transport is opposed as it addresses ferry, bus and taxi but does not contain any clear direction, particularly as far as Waiheke is concerned.	3061/120
13.2.7	Submitter questions where the Waiheke Passenger Transport Strategy is and requests that if there is not one there should be.	3061/121
13.3.1	Add to policy 1 of clause 13.3.1 as follows: "By recognising and providing for wharves and associated infrastructure at appropriate locations <u>but, at Western Waiheke no further locations should be introduced without a thorough investigation into the need and the adverse affects on the viability of both the water and land transport needed to service them</u> ".	579/9
13.3.1	Add policy 3 to clause 13.3.1 Objective - wharves, as follows: "3. By ensuring that the wharf terminal and any land based public transport terminal are linked as closely as practical."	579/10
13.3.1	Clause 13.3.1 should be reworded to acknowledge that all wharfs exist and to separate out policy for potential new wharfs.	1286/91, 1287/135, 1288/69, 1289/133, 2878/92
13.3.1	With respect to clause 13.3.1 seeks that Objectives, Policies, Assessment Criteria and Rules be put in place that provide for the setting aside of further land at Kennedy Point to handle bus traffic, traffic management, mixed use residential development and public open recreation space.	2937/1

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13.3.1	Add "but, at Western Waiheke no further locations should be introduced without a thorough investigation into the need and the adverse affects on the viability of both the water and land transport needed to service them" to clause 13.3.1(1).	3061/122
13.3.1	Add the following policy to clause 13.3.1 'By ensuring that the wharf terminal and any land based public transport terminal are linked as closely as practical'.	3061/123
13.3.2	Requests an amendment to clause 13.3.2(4) as follows "By recognizing that airstrips or helipads may be required for farming activities, visitor accommodation and tourist complexes".	330/2
13.3.2	Add to policy 5 of clause 13.3.2 as follows: "By not providing for helipads in locations that can adversely affect the amenity of surrounding residents, <u>with particular reference to Western Waiheke.</u> "	579/11
13.3.2	Clause 13.3.2 is inconsistent with clause 13.2.3 which only refers to airstrips at Great Barrier. Also in remote locations helicopters need to be able to land but don't need formal helipads.	1286/92, 1287/136, 1288/70, 1289/134
13.3.2	Amendment to policy 13.3.2(4) as follows: "By recognising that airstrips or helipads may be required for farming activities, visitor accommodation and tourist complexes".	2625/2, 2080/2
13.3.2	Clause 13.3.2 is inconsistent with clause 13.2.3 which only refers to airstrips at Great Barrier. Also in remote locations helicopters need to be able to land but don't need formal helipads.	2878/93
13.3.2	Add the following to clause 13.3.2(5) 'with particular reference to Western Waiheke'.	3061/124
13.3.3	Add to policy 1 of clause 13.3.3 as follows: "By providing for and enhancing the roading network to ensure it is safe, effective and efficient for vehicles, cyclists and pedestrians, <u>and horses.</u> "	579/12
13.3.3	Add to policy 3 of clause 13.3.3 as follows: "By requiring a low impact design approach for new roads, <u>without compromising the practicality of the road.</u> "	579/13
13.3.3	Add to policy 4 of clause 13.3.3 as follows: "By continuing the council's programme for legalising roads, <u>where there is a proven need and no other practical alternative</u> ".	579/14
13.3.3	That clause 13.3.3(3) be amended to read: "By requiring a low impact design approach for new and existing roads especially the use of smooth seal at time of maintenance and construction."	1129/1
13.3.3	That clause 13.3.3(3) be amended to read : By requiring a low impact design for new and existing roads especially the use of smooth seal at time of maintenance and construction.	1229/1
13.3.3	Add a policy to clause 13.3.3 which reads: "By providing informal tracks of a natural and permeable surface along the road reserves of secondary and local roads instead of formed footpaths".	1250/87
13.3.3	Add a policy to clause 13.3.3 which reads: "By reducing the extent of impermeable surfaces associated with the roading network such as stormwater drains, curbing and paths and replacing them with permeable options".	1250/88
13.3.3	Add a policy to clause 13.3.3 which reads: "By ensuring that slopes on road reserves immediately adjoining the road are maintained at a stable gradient to reduce erosion and sedimentation of waterways and the coastal environment".	1250/89
13.3.3	Replace policy 4 in clause 13.3.3 with the following: "By opening unformed legal roads for walking, cycling and horse riding."	1250/90
13.3.3	Add a policy to clause 13.3.3 which reads: "By encouraging shared driveways and drive crossways wherever possible".	1250/91
13.3.3	Clause 13.3.3 should include reference to new roads not just existing roads.	1286/93, 1287/137, 1288/71, 1289/135, 2878/94
13.3.3	Add 'and horses' to clause 13.3.3(1).	3061/125
13.3.3	Add 'without compromising the practicality of the road' to clause 13.3.3(3).	3061/126
13.3.3	Add 'where there is a proven need and no other practical alternative' to clause 13.3.3(4)	3061/127
13.3.4	Clause 13.3.4 has been divided into two subsections. Parking and access should be separate sections, rather than subsections.	579/15
13.3.4	Clause 13.3.4 should be divided into two separate sections rather than two subsections.	3061/128
13.3.4.1	Expresses concern that policies 2 and 4 of clause 13.3.4.1 may be used to control the use of private vehicles as a means of transport. Is further concerned that developers will be delighted to have the amount of parking they have to provide limited, thereby keeping their costs	579/16

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	down.	
13.3.4.1	Clause 13.3.4.1 needs rewording as it implies that large car parks can somehow generate traffic beyond the numbers of vehicles that actually exist.	1286/94, 1287/138, 1288/72, 1289/136, 2878/95
13.3.4.1	Submitter is concerned that 13.3.4.1(2) and 13.3.4.1(4) may be used to attempt to control the use of private vehicles as a means of private transport.	3061/162
13.3.4.2	Add an additional policy to clause 13.3.4.2 as follows: "5. By requiring that a minimum distance between the edge of the carriageway and the start of the accessway gradient, be it either up or down, is provided at the roadway grade level."	579/17, 3061/129
13.3.4.2	Clause 13.3.4.2(2) needs rewording and amendment as gradients do not inherently generate adverse effects rather it is the management of sediment and stormwater runoff, safety, vegetation removal, stability and visual and amenity through other rules that address the issues.	1286/95, 1287/139, 1288/73, 1289/137, 2878/96
13.3.5	Clause 13.3.5 should be divided into two separate sections; one for cycling and one for walking.	579/18, 3061/130
13.3.5	Provide the specific information which is lacking about how the objectives about cycling and walking will be achieved (clause 13.3.5)	561/10, 650/10, 693/10, 862/10, 1012/10, 1122/10, 1130/10, 1163/10, 3223/10, 3614/10
13.3.5	Add a policy to clause 13.3.5 which reads: "By providing and enhancing an extensive network of interconnected walkways, tracks, cycle ways and bridle tracks that are physically separate from the roading network".	1250/92
13.3.5	Add a policy to clause 13.3.5 which reads: "By providing informal tracks of a natural and permeable surface along the road reserves of secondary and local roads instead of formed footpaths.	1250/93
13.3.5	Amend policy 2 of clause 13.3.5 to refer to primary roads only.	1250/94
13.3.5	Clause 13.3.5 needs amendment to include provision for bridle paths.	1286/96, 1287/140, 1288/74, 1289/138, 2878/97
13.3.5	Include objectives, policies, assessment criteria and rules in part 13 that ensure the footpath to the Matiatia wharf promotes walking access by ensuring that it is wide enough for easy and safe walking to the wharf and with shelter points along the way.	2940/1
13.3.5	Include objectives, policies and rules, are put in place in part 13 to provide for a separate bicycle lane from Alison Park to the Wharf at Matiatia and that provision is made for a secure covered bicycle shelter at the Matiatia Wharf.	2940/2
13.3.6	Expresses concern that clause 13.3.6 fails to acknowledge buses, taxis and shuttles. This section needs to recognise that the land transport system on Waiheke is primarily designed around and integrated with the ferry system.	579/19
13.3.6	Amend clause 13.3.6 Objective to read : "To recognise and provide for transport to, on and around the islands."	579/20
13.3.6	Amend policy 3 of clause 13.3.6, as follows: "By giving priority to public passenger transport where appropriate."	579/21
13.3.6	Add an additional policy to clause 13.3.6 as follows: "4. By ensuring that ferry and bus terminals or stations are as close to each other as practical."	579/22
13.3.6	Clause 13.3.6 should include reference to aligning Isthmus connection so for example the Waiheke ferry doesn't arrive after connecting trains leave Britomart as it does now often.	1286/97, 1287/141, 1288/75, 1289/139, 2878/98
13.3.6	The wording of the objective in clause 13.3.6 fails to acknowledge and recognise that on Waiheke there is a major land transport system, in the form of buses, taxis and shuttles. The land transport system needs to be recognised.	3061/131
13.3.6	Clause 13.3.6 should be amended by adding the word 'on' after the word 'from'.	3061/132
13.3.6	Amend clause 13.3.6(3) as follows: 'By giving priority to public passenger transport where appropriate'.	3061/133
13.3.6	Add the following policy to 13.3.6 "By ensuring that ferry and bus terminals or stations are as close to each other as practical".	3061/134
13.4.1	The Plan needs to allow for a Waiheke Island Transport Strategy. Amend clause 13.4.1 by adding after the words 'Gulf Transport Strategy', the words 'and the Waiheke Island Transport Strategy (yet to be formulated)'.	579/23
13.4.1	Provide the specific information which is lacking about measures to be adopted (clause 13.4.1)	561/9, 650/9, 693/9, 862/9, 1012/9,

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		1122/9, 1130/9, 1163/9, 3223/9, 3614/9
13.4.1	After the words "Gulf Transport Strategy" in clause 13.4.1 add the words "and the Waiheke Island Transport Strategy (yet to be formulated).	3061/135
13.4.1	Adoption of measures that integrate planning, transport and the environment, improve energy efficiency and accessibility and that encourage a multi modal approach to transport - are supported.	3061/172
13.4.3	Clause 13.4.3 needs amendment as designations are not the appropriate technique to manage existing airfields and appropriate zones should be formulated. Helicopter use in many locations should simply be provided for as permitted activities up to specified frequency of movements.	1286/98, 1287/142, 1288/76, 1289/140, 2878/99
13.4.3	Add to the end of clause 13.4.3 "including careful analysis of potential flight paths, to avoid straight line flights from common mainland aerodromes and helipads that would fly over populated areas.	3658/1
13.4.4	That the roading hierarchy as set out in 13.4.4 is maintained.	1055/3
13.4.4	The hierarchy of roads in clause 13.4.4 should also accommodate the differing character of the roads from primary to local and not just the traffic volumes.	1250/95
13.4.4	The character of Seaview Rd should be mentioned specifically in clause 13.4.4 as being of a low key, rural nature.	1250/96
13.4.4	Clause 13.4.4 needs to give more direction as to how the TP 124 approach will be implemented in the face of competing engineering driven requirements for higher levels of road formation.	1286/99, 1287/143, 1288/77, 1289/141, 2878/100
13.4.5	Provide the specific information which is lacking about how the council will seek to reduce reliance on private vehicle trips and encourage the use of alternative forms of transport (clause 13.4.5).	561/7, 650/7, 693/7, 862/7, 1012/7, 1122/7, 1130/7, 1163/7, 3223/7, 3614/7
13.4.5	Expresses concern with the last two sentences of the first paragraph of clause 13.4.5 as we should not be reducing parking requirements as a means of trying to limit the use of private transport.	579/24
13.4.5	Notes that the last sentence of clause 13.4.5 is very important, and that the suggested addition to the policies in clause 13.3.4.2 could be included in the requirement for a permit for a vehicle crossing. Suggested minimum distance is 1m.	579/25
13.4.5	Clause 13.4.5 needs amending to actually reflect on Island context and the realities of the limitations of achieving economic sustainability of regular public transport systems.	1286/100, 1287/144, 1288/78, 1289/142, 2878/101
13.4.5	Opposes the strategy of reducing parking requirements as a means of trying to limit the use of private transport in clause 13.4.5.	3061/136
13.4.5	Supports requirement for vehicle crossing permits so that a minimum distance between the edge of the carriageway and the start of the accessway gradient is provided at roadway grade level.	3061/163
13.4.5	Add "quadracycles" to clause 13.4.5 in describing alternative transport.	3659/1
13.4.5	Rewrite clause 13.4.5 to reflect intelligent planning rather than using the English model of planning and in particular to promote clustering and innovative means of local transport	3660/1
13.4.6	Clause 13.4.6 needs amending to address bridle paths	1286/101, 1287/145, 1288/79, 1289/143, 2878/102
13.4.6	Add equestrian into clause 13.4.6	3661/1
13.4.6	Add a note in clause 13.4.6 which identifies that cycles, pedestrians and horses need to be separated from one another and that all three need to be separated from cars.	3661/2
13.4.7	Comments that clause 13.4.7 is more to do with parking than it is with passenger transport. Concern is also expressed at the last sentence which looks at controlling private transport by limiting parking.	579/26
13.4.7	Clause 13.4.7 needs to set out the regulatory means through which reduction in parking can be promoted.	1286/102, 1287/146, 1288/80, 1289/144, 2878/103
13.4.7	Submitter expresses concern that the last sentence of 13.4.7 (which relates to controlling private transport by limiting parking) is a dangerous strategy.	3061/137
13.4.8	With regard to clause 13.4.8 accepts that this needs to be done. It can be included in a Waiheke Passenger Transport Strategy document.	579/27
13.4.8	Travel demand management, with an emphasis on energy cost options, should be included in the Waiheke Passenger Transport Strategy.	3061/138

Code (clause)	Decision requested	Submission No.
13.4.9	There should be some reference to a Waiheke Passenger Transport Strategy in clause 13.4.9.	579/28, 3061/139
13.4.10	Clause 13.4.10 needs amending as it seems inappropriate to define rules for road formation in Part 5 when Part 13 includes rules for site access etc-all connectivity and linkage rules should be in a single location.	1286/103, 1287/147, 1288/81, 1289/145, 2878/104
13.4.10	Clause 13.4.10 Construction refers to rules in regard to the construction, maintenance and upgrade of the existing road network which are contained in part 5 - network utility services. Yet there is nothing in that part in regard to roads as suggested above only requirements for utility services within the road	3061/140
13.6	Site access standards should be located in Part 10c.	2721/3
13.6.1	Include an additional rule in clause 13.6.1 as follows: "All accessways must be constructed at the same grade as the road carriageway for the first metre of the accessway."	579/29
13.6.1	The provisions in clause 13.6.1 should be contained in part 10c.	618/142, 619/91, 754/103, 859/103, 1285/18, 1286/66, 2670/90, 2878/66
13.6.1	Clause 13.6.1(1) needs clarification as to the legal methods as to how this will be achieved-Bylaw? As a permitted activity conditions cannot be imposed.	1286/104, 1287/148, 1288/82, 1289/146, 2878/105
13.6.1	Clause 13.6.1(2) needs clarification as to whether it refer to pedestrians access only. That also raises the issue of how the rules requiring on site access are able to deal with this exception-reference to 12.6.1 is required to ensure that any proposal not meeting the access rules using the exception provision is not deemed non complying.	1286/105, 1287/149, 1288/83, 1289/147, 2878/106
13.6.1	The Plan should mitigate the threat from wildfire by incorporating a mix of the strategies including: ensuring access to the site and to the water supply. Ideally, the site access should enable a 4WD fire appliance to get close to the dwelling and the water supply, and be able to turn around. The water tanks should also utilise fittings compatible with the Rural Fire Authorities fire fighting equipment.	1467/3
13.6.1	Include a policy and a rule in clause 13.6.1 which has the effect of requiring all accessways to be constructed at the same grade as the road carriageway for the first metre of that access way.	3061/141
13.6.2	A reduction in the defined road boundary	531/1
13.6.2	Supports the need to control access in these areas (defined road boundaries). Suggests service stations should be a prohibited activity within fifty metres of an intersection.	579/30
13.6.2	Amend clause 13.6.2 Vehicle access near intersections - defined road boundary, by inserting after subclause (2) a new subclause (3) as follows: '3. Any access from a secondary road which is within 50m of an intersection with any primary road boundary. Refer to figure 13.1.' Consequential renumbering of the existing subclause (3) ('Any access from a road boundary ...') as (4).	2095/1
13.6.2	Amend clause 13.6.2 Vehicle access near intersections - defined road boundary, by adding a fifth bullet point under the heading 'Matters of discretion' as follows: 'Whether there will be reverse manoeuvring onto the road'.	2095/2
13.6.2	Supports 13.6.2 and seeks inclusion of a requirement that service stations are a prohibited activity within fifty metres of an intersection.	3061/142
Figure 13.1	Amend figure 13.1 Defined road boundary, as follows: Where it currently says 'Primary road' on the figure, add the words 'or secondary road' after this. (This applies to the road running from north-east to south-west down the page.) Where it currently says 'Primary or secondary road' on the figure, delete the words 'or secondary road'. (This applies to the road running from west to east across the page.) The proposed amendments are marked on the figure attached to the submission.	2095/3
13.7	The provisions relating to 'discretion' in part 13 would be better located within the general plan modification provisions in clause 10c.3	754/107, 859/107
13.7	The provisions relating to car parks should be removed.	754/115
13.7	Make provision in clause 13.7 for alternative small scale vehicles - most notably quadracycles (golf cart sized electric and fuel cell 4 wheeled/3 wheeled vehicles). This includes alternative rules if and when the island makes the shift to a local transport area.	3662/1

Code (clause)	Decision requested	Submission No.
13.7.1	Delete clause 13.7.1 (2) parking for more than 25 vehicles as a restricted discretionary activity.	1064/1
Table 13.1	In table 13.1 - amend the description of the fourth category of retail space under "Retail activity" (retail premises) as follows: "1 space for every 80m2 of office and storage space, <u>preparation areas and plant rooms</u> ancillary to the primary retail activity of the building."	517/2
Table 13.1	Include an additional activity in table 13.1 for emergency service facilities as follows: "Activity - emergency service facility <u>Parking spaces required: 1 park per 2 on duty staff, or 1 park per 100m2</u> ".	537/15
Table 13.1	Table 13.1 would be better located in part 10c	618/144, 619/93, 754/105, 859/105, 1285/20, 1286/68, 2670/92, 2878/68
Table 13.1	Amend Table 13.1 (for educational facilities) to reflect the Ministry of Education's preferred car parking spaces (ie fixed car parking rates).	1065/1
Table 13.1	Table 13.1 should be amended to provide parking standards as follows; Restaurants, cafes and other eating places 1 space for every 10 customers the premises are designed to have capacity for. 1 space for every two staff employed on site or operating from the site at any one time.	1286/86, 2878/87
Table 13.1	Table 13.1 should be amended to provide parking standards as follows; Educational facilities For primary and intermediate schools; 2 spaces per classroom plus 1 space for every two employees on the site. For secondary schools; 3 spaces per classroom plus 1space for every two employees on the site For tertiary facilities; 4 spaces per classroom plus 1 space for every two employees on the site Restaurant, cafes and other eating places 1 space for every 10 customers the premises are designed to have capacity for 1 space for every two staff employed on site or operating from the site at any one time	1289/128
Table 13.1	That the car parking requirements for the accommodation for care activity, is reduced.	1552/7
Table 13.1	That the car parking requirements for accommodation for retired, elderly and disabled people, is reduced.	1552/13
13.7.3	Amend the first line of text under clause 13.7.3 to the following: "With the exception of service stations, truck stops and emergency services facilities, every owner ..."	537/16
Table 13.2	Table 13.2 would be better located in part 10c	618/145, 619/94, 754/106, 859/106, 1285/21, 1286/69, 2670/93, 2878/69
13.7.4	That where two or more parks are required then one be the width a disabled person can use, ie extra wide and with room at the rear for a hoist carrying a wheelchair to operate.	509/1
13.7.4	If 10 or more parks are required then the disabled width park be designated disabled only, or two disabled width parks be required and the threshold for designation of a park disabled only be slightly higher, say 15 parks.	509/2
13.7.4	That mothers with young children in pushchairs also be permitted to use disabled spaces where they cannot otherwise transfer a child to a pushchair from the vehicle safely avoiding moving traffic. To incorporate this amendment the Plan be altered as appropriate by changing the method of calculating spaces required to include the above or a reasonable modification of the above.	509/3
13.7.4	That clause 13.7.4, be altered to accommodate the width needed for a disabled park including turning space, envelope dimensions.	509/4
13.7.4	There needs to be an addition to the rules (at clause 13.7.4) to require turning areas and parking for buses at wineries and restaurant facilities. Notes that the turning circle of a bus is different to that of a truck because of the greater overhang from the front and rear wheels.	579/31

Code (clause)	Decision requested	Submission No.
13.7.4	Amend subclause (2)(b) of clause 13.7.4 Assessment and formation of parking and loading areas, by replacing the words 'NZS 4121:1985 Code of Practice for Design for Access and Use of Buildings and Facilities by Disabled Persons' with 'NZS 4121:2001 Design for Access and Mobility: Buildings and Associated Facilities'.	2095/4
13.7.4	Include a rule in 13.7.4 that requires turning areas and parking for buses at wineries and restaurant facilities (such a rule needs to take account of the fact that the turning circle of a bus is different to a truck).	3061/143
Figure 13.4	A reduction in the 90 percentile curve dimensions.	531/2
Figure 13.4	Replace the existing figure 13.4 90 percentile car tracking curve, with the figure attached to this submission (The attached figure is the same as the 90% motorcar contained in figure 12.3a of the Isthmus District Plan) (Amended figure attached to submission).	2095/5
Figure 13.5	A reduction in the 90 percentile curve dimensions.	531/3
Figure 13.5	Replace the existing figure 13.5 90 percentile truck tracking curve, with the figure attached to this submission (The attached figure is the same as the 90% truck contained in figure 12.3c of the Isthmus District Plan) (Amended figure attached to submission).	2095/6
13.7.5	That added to clause 13.7.5, be the principle that at all times the council should strive to make environments used by the public accessible to all members of the community and in particular those challenged by mobility impairments by reason of disability, illness or age.	509/5
13.7.5	That included in the assessment criteria for the council's assessment of an application for a reduction in parking and loading spaces, the council will consider the following also; that those in wheelchairs and/or with mobility restrictions cannot use many of Waiheke's roads as there are no formed footpaths and traffic moves too fast to accommodate the safety of wheelchair and movement impaired persons on the road, therefore those members of the community are dependent on adequate parking provision close to and accessible to businesses, over ramps or non-stepped entrances, so parking should not be reduced according to the other criteria if it means disabled and movement impaired will be denied entrance to the facility or business.	509/6
13.7.5	Amend clause 13.7.5 to state the following or similar: Matters of discretion <ul style="list-style-type: none"> <u>The impact on heritage</u> Assessment criteria <u>Whether provision of (for example - the required number of spaces) would compromise any heritage values.</u>	2641/71
13.7.5	Reduction in parking spaces required must be looked at with caution (as identified in clause 13.7.5). Needs fully community support and buy in.	3061/144
13.7.5	Rethink clause 13.7.5(1) to take account of the spreadout rural and village nature of Waiheke or delete entirely	3663/1
13.7.6	Add to clause 13.7.6: the need of disabled and movement impaired for parking to access the facility or business.	509/7
13.7.6	Amend clause 13.7.6 to state the following or similar: Matters of discretion <ul style="list-style-type: none"> <u>The impact on heritage</u> Assessment criteria <u>Whether provision of (for example - the required number of spaces) would compromise any heritage values.</u>	2641/72
13.7.6	Reduction in parking spaces required must be looked at with caution (as identified in clause 13.7.6). Needs fully community support and buy in.	3061/145
13.7.7	Add to clause 13.7.7: the need of disabled and movement impaired for parking to access the facility or business.	509/8
13.7.7	Reduction in parking spaces required must be looked at with caution (as identified in clause 13.7.7). Needs fully community support and buy in.	3061/146
13.8	Questions the inclusion of landforms 1-7 in clause 13.8, as this seems to suggest discretion to permit helipads in wetlands, coastal dunes and other fragile areas.	49/3
13.8	Identify a sole landing point for public and private helicopter traffic (other than emergency services) on Waiheke and include in the Plan.	49/4
13.8	Seeks amendments to achieve appropriate controls on helicopter movements near beach areas.	540/1
13.8	Redraft the rules as appropriate having regard to the submitter's proposed changes to part 13 but at a minimum to ensure that at least one	966/15

Code (clause)	Decision requested	Submission No.
	inward and one outward trip per helipad per day is permitted	
13.8	At a minimum ensure that helipads and airstrips are restricted discretionary activities in: <ul style="list-style-type: none"> landform 1-7, except where the activity is a permitted activity; rural 1-3, except where the activity is a permitted activity; Pakatoa and Rotoroa - provided that this limited to one helipad or airstrip per island; and where discretion is retained over the following matters: <ul style="list-style-type: none"> noise attenuation methods (including types of aircraft); operating hours and number of flight movements; flight paths; and nature of the activities undertaken. 	966/16
13.8	At a minimum, ensure that activities not meeting the permitted or restricted discretionary activity standard are classed as discretionary activities, and include appropriate criteria to ensure an appropriate balance is struck between the need to provide for economic development, including the domestic and tourist markets, and the need to minimise detrimental effects of the activity.	966/17
13.8	At a minimum ensure that there are no non-complying or prohibited helipad and airstrip activities.	966/18
13.8	All future helipads should need a resource consent which must be notified.	1022/6
13.8	All future helipads are to require consent and to be notified with landings and takeoffs restricted to 12 landings and 12 takeoffs per calendar month maximum for all helicopters apart from Westpac rescue helicopter and medivac helicopters.	1026/6
13.8	All helicopter arrivals and departments are to be direct to or direct from the landing site and not over residential properties around the area.	1026/7
13.8	Place maximum limits on the number of permitted helicopter movements in, or near to, residential areas.	1039/3
13.8	Recognition of the existing use rights of Stonyridge Vineyard to continue allowing unrestricted helicopter landings on the property at 80 Onetangi Road, Waiheke.	1046/1
13.8	Limit the number of inward and outward helicopter flights in Landforms 1-7.	1241/1
13.8	If the required monitoring brings to light instances in which assessment criteria for helipads or airstrips are not being met, the application will be revoked.	1241/4
13.8	There needs to be very clear limits on the number of/or the amount of noise generated by helicopter flights. The rural atmosphere should not be disturbed by upmarket lodges using helicopters.	1842/6
13.8	All helipads should be at least a restricted discretionary activity requiring resource consent and specifying automatic public notification because of the impact of flight paths beyond the immediate landing area location in particular.	3061/118
13.8	The strengthening of noise control levels, number of flights limited further, number of helipads restricted, and over flight paths to have a high flight requirement in clause 13.8 (excepting emergency flights by rescue helicopter).	3175/1
13.8	The restriction of aircraft (particularly helicopters) with the exception of those used for emergency, over the island.	3227/5, 3241/5
13.8.2	Requests an amendment to clause 13.8.2(1) providing for eight inward and eight outward movements in a seven day period.	330/1
13.8.2	The take off and landing of private helicopters on private land should be allowed as a permitted activity within landforms 1 to 7.	526/11, 527/11, 528/11, 529/11, 539/11
13.8.2	The number of allowable landings and takeoffs must be restricted to 12 landings and 12 takeoffs in any calendar month (except for the Westpac or other medivac helicopters).	1022/7
13.8.2	Amend clause 13.8.2 (1) to provide for eight inward and eight outward movements in any seven day period.	2080/1, 2625/1
13.8.3	That clause 13.8.3(2) be amended to say "Rural 1 and 3 provided they are used for no more than three inward and three outward movements in a seven day period."	49/1
13.8.3	That clause 13.8.3.(2) be amended to read: Rural 1.3 - provided they are used for no more than three inward and three outward movements in a seven day period and provided - they are sited no further than 80 m (horizontal) from mean high water line (or in the case of the headland, no more than 50 m from the edge of the headland dropping down to the sea) - that they are sited so as to not disturb endangered native birds (such as dotterels) during nesting season.	49/2

Code (clause)	Decision requested	Submission No.
	- that the site is not at the inner part of a harbour or water enclosed on three sides. - that no more than two such helipads may be located in any rural subdivision (such as Church Bay Estates, Matiatia Estates or Park Point).	
13.8.3	For all rural land units helipads should be included as a discretionary activity.	619/19
13.8.3	Helipads should be included as a discretionary activity.	754/21, 859/21
13.8.3	Limit the number of helipads in a given area in rural amenity areas 1-3.	1241/2
13.8.3	Airplanes and helicopter use very limited, perhaps just emergency use.	3402/1
13.8.5	Make the assessment criteria non-negotiable when considering an application for a helipad or airstrip.	1241/3
13.8.5	That council's assessment of helipads and airstrips in rural 1-3 also include consideration of the cumulative effects of the number of helipads sites.	3720/1

Miscellaneous submissions about roading / transport

Decision Requested	Submission No.
That the Plan supports the building of a motor vehicle bridge alongside the proposed pedestrian bridge across the Oruawhero stream in the future.	21/1
Support the opening of the DOC road Fitzroy to Whangapara Hilltop for use by 4x4 vehicles, motor and quad bikes.	44/1
That in the Plan all paper roads be designated road reserves.	46/1
The council to widen and resurface the lower section of Beatty Parade with provision for angle parking on at least one side of the road.	66/4
The population (of Great Barrier) has dwindled from 1500+ people to 500 people over about 4 years due to lack of support from the council and government - a better transport (boat) service is required.	104/3
Section 1 SO346608 810m ² remain as legal road and that Mulberry Grove School retains the use of this land without changing its present designation.	250/2
The existing road that is formed over and encroaches on the submitter's land (ie the Blackwell property at the corner of Shoal Bay Road and Medland Road, Tryphena) should be either designated for that purpose and the submitter compensated accordingly or relocated off the submitter's land. The road should be upgraded wherever its ultimate location may be so that any bridge over the stream does not (continue to) adversely affect the water systems and stormwater management systems within the submitter's land and thus adversely affect appropriated land use and development.	281/1, 284/5, 1284/6, 1284/6
Construction of Station Rock Road and Link Track between Rosalie Bay Road and the Claris Road, Tryphena, Great Barrier, as a low impact design approach for new roads and to provide a practical example of the council's programme for legalising roads.	341/1
All roading, tracks and accessways on Great Barrier at the date of notification of the Plan should be permitted.	468/1, 469/1
That the council remove the existing bridge between Rangitoto and Motutapu and replace it with a longer structure. Also, remove the landfill which has been built around the existing bridge. Dredging of sand may be required to encourage the return of a decent flow of water between the two islands.	508/1
That the Plan recognises the importance of sustainable car parking solutions, which will see no or only highly restricted parking on the seaward side of The Strand.	542/5
Expresses concern that the seaward boundaries of Beach Parade (sheet 2), The Strand (sheet 11) and Miro Road (sheet 3) could compromise the adjacent beaches.	579/32
There should be a maximum width for The Strand, Onetangi and Beach Parade, Oneroa delineated on the maps and that set backs should be allowed on all properties fronting these roads so that any need to widen or modify these roads will not be at the expense of the foreshore.	579/33

Decision Requested	Submission No.
A Waiheke Island Transport Strategy should identify Moa, Mako and Manuka Roads as a future by-pass route between little Oneroa and Matiatia and allowance made in the Plan for modifications to these roads for that purpose.	579/35
Make allowance for roundabouts at the corner of Ocean View and Moa Roads, the intersection of Tui, Mako and Manuka Roads and the intersection of Mako and Ocean View Road.	579/36
Upgrade Seaview Road, Ostend and Onetangi as an alternative route in the event of a major road closure of Onetangi Road. These changes should be part of a Waiheke transport strategy which in turn should be part of the Plan.	579/37
Upgrade The Esplanade Road between Moa and Hamilton Roads as an alternative route in the event of a major closure of Ocean View Road at little Oneroa. These changes should be part of a Waiheke transport strategy which in turn should be part of the Plan.	579/38
Implement cycle, walking and bridle tracks, preferably separate from traffic at least between the villages and from the villages to Matiatia.	662/1
Recognise that rising oil prices may adversely affect Waiheke residents' financial access to transport and goods in the future. This will require containment of urban form, increased public transport, an island-wide network of walkways and cycleway (ie not just around main centres).	1166/17
The 2008 construction of Station Rock Road reserve, car, cycleway, and walkway around Tryphena	2043/1
The council is to establish a task force under (1) Part 2 Resource management overview; (2) Part 3 Strategic management area; (3) Part 5 Network utility service; and (4) Part 13 - Connectivity and linkages, to deal with matters relating to the construction of Station Rock Road; and the proposed Tryphena Tao Laughing Dolphin Guesthouse Tourist Complex.	2043/3
The confirmation by way of implementing the appropriate process under the RMA and LGA to confirm the existing formed road (Sandhills Road, Medlands) (at a low impact design standard) as legal road located outside of the proposed sensitive area 55-6 and the revocation/stopping of the balance of the legal road/proposed sensitive area so that it can be vested and classified as reserve - obviating any need for the sensitive area method of management. The planning maps should be amended to notate the relevant part of the road as being 'proposed road stopping'	2073/3
Construction of the "Station Rock Road Network, car, cycleway and walkway" around Tryphena based on the model of a low impact, hybrid design approach for new roads and to provide a practical example of the council's continuing programme for legalising roads.	2545/4, 2571/4,
The existing road that is formed over and encroaches on the Blackwell's land (corner Shoal Bay Road and Medland Road, Tryphena) should be either designated for that purpose and the submitter compensated accordingly or alternatively relocated off the submitter's land.	1283/1, 2597/1, 2598/6
The road should be upgraded wherever its ultimate location may be so that any bridge over the stream does not (continue to) adversely affect the water systems and stormwater management systems within the Blackwell's land (corner Shoal Bay Road and Medlands Road, Tryphena) and thus adversely affect appropriate land use and development.	1283/2, 2597/2, 2598/7
Foot paths are needed desperately (on Waiheke).	2999/8
To make safe walking and cycling on The Esplanade a priority. For the council to live up to its objective: 'to encourage an efficient pedestrian and cycle network' on Waiheke.	3020/1, 3021/1, 3022/1, 3023/1
To immediately close The Esplanade for heavy trucks and 4WDs.	3020/2, 3021/2, 3023/2
To install a number of speed bumps in key spots on The Esplanade to force vehicles to slow down, to reduce the danger and airborne dust.	3020/3, 3021/3, 3022/2, 3023/3
To seriously canvass the idea to eventually close the Esplanade to all major traffic and make it a recreational walkway, only to be opened to traffic in an emergency.	3020/4, 3021/4, 3022/3, 3023/4
Submitter requests that a Waiheke Island Transport Strategy is prepared urgently.	3061/147

Decision Requested	Submission No.
The following should be included in a Waiheke Island Transport Strategy: Moa, Mako and Manuka Roads should be identified as a future by-pass route between Little Oneroa and Matiatia A roundabout at the corner of Ocean View and Moa Roads, the intersection of Tui, Mako and Manuka Roads and the intersection of Moa and Ocean View Roads. Upgrading of Seaview Road Ostend and Onetangi Upgrading of The Esplanade between Moa and Hamilton Roads Each of the above should also be part of the District Plan.	3061/151
Requests that Schooner Bay Road (above the bridge) is sealed.	3501/12
Requests the watering of Schooner Bay Road during the peak of summer and tourist season to help prevent health effects of too much dust.	3501/16

Bridle trails

Decision requested	Submission number
Provide for bridle paths and equestrian activities throughout the Plan.	832/7
In all relevant parts of the Plan include the requirement that bridle trails will be included	852/1
In all relevant parts of the plan include the requirement that bridle trails will be included. Add Objectives, Policies, Rules and Assessment Criteria in the various sections of the plan to provide for the use and expansion of bridle trails.	2922/1

Roading notations (identified on map 2) - inner islands

Code	Location	Decision requested	Submission no.
Rdg	Oneroa Beach	Retain the "unformed road to be closed" notation applying to the access way at the northern end of Oneroa Beach as shown on map 2 sheet 2.	1258/1
Rdg	Beach Parade	There should be a maximum width for Beach Parade, Oneroa delineated on Sheet 2 Map no 2 and a requirement that set backs be delineated for all the properties fronting Beach Parade so that any need to widen or modify the road will not be at the expense of the foreshore.	3061/148
Rdg	Miro Road	Miro Road (sheet 3) as an unformed road along the front of Palm Beach should be reclassified as an unformed road to be closed.	579/34
Rdg	Miro Road	Miro Road, Palm Beach should be re-classified as an unformed road to be closed on Sheet 3 Map no 2.	3061/150
Rdg	Neil Ave	That part of Neil Avenue (Orapiu) above lots 68 & 69 on DP 10723 should be classified as bush reserve recognising the status quo and the fact that Neil Avenue will not join Anzac Road.	3712/6
Rdg	Omiha Road, 46	Opposes unformed road designation applying to Omiha Reserve (east of where Upland and Omiha Roads meet, and adjacent to the Whakanewha Regional park). Reclassify as conservation reserve or regional park (if the ARC agrees to include this reserve with Whakanewha Regional Park).	1168/1
Rdg	The Strand, 155	Retain that extent of unformed road (The Strand) to the frontage of the Bufton/Morris Family property at 155 The Strand, Onetangi (lot 19, DP11377) consistent with that as existing and shown on the Operative Plan.	2732/2
Rdg	The Strand	There should be a maximum width of The Strand, Onetangi delineated on Sheet 11 Map no 2 and a requirement that set backs be delineated for all the properties fronting The Strand so that any need to widen or modify the road will not be at the expense of the foreshore.	3061/149
Rdg	Wharf Road and Ostend Road	That Wharf/Ostend Road be maintained as a secondary road.	1055/4

Roading notations (shown on map 2) - outer islands

Code	Location	Decision requested	Submission no.
Rdg	Awana	Remove the "unformed road" designation along Awana cliffs, beach and estuary (refer to sheet 50, map 2)	3051/1
Rdg	Great Barrier	Amend maps 34 to 61 to show unformed legal road as road.	3621/2
Rdg	Little Goat Road	Seeks that the paper road (Little Goat Rd, Rosalie Bay) which accesses Lot 1, DP188543 on Map 2, sheet 57 is amended to show the closure/stoppage of section 7 and section 3 as agreed with ACC and advised by letter and plan. (Plan attached to submission).	2907/1
Rdg	Mason Road	Change the map no 55 to show that the road from the ford in Mason Road onwards to Ashton's is a formed road.	14/1
Rdg	O'Shea Road	That O'Shea Road be put into the planning map.	2719/4
Rdg	O'Shea Road	Remove the "unformed road" designation of "O'Shea Road" (refer to sheet 50, map 2).	3051/2