

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Great Barrier Community Board	1	1/1		Ferry services	That Great Barrier Island Wynyard Wharf ferry terminal and services be maintained and provided for at its current site in this plan change.
Great Barrier Community Board	1	1/2		Ferry services - section 32 analysis	The Section 32 evaluation does not address the matters of benefits and costs that could be relevant to Gt Barrier Island's economy and economic wellbeing should the Island lose their Wynyard Wharf ferry location and regular ferry service.
Great Barrier Community Board	1	1/3		Ferry services	The plan change should recognise the value of the investment that Sealink have in their Wynyard Wharf location.
Liz Westbrooke	2	2/1		Open space	The park area is still too small as is the narrow corridor to Victoria Park.
Liz Westbrooke	2	2/2		Height limits	Height should scale down from the current 5 stories to open space.
Liz Westbrooke	2	2/3		Development	The area of flats/apartments/retail/cafes etc is far too large.
Liz Westbrooke	2	2/4		Transport - underground Fanshawe St	Underground Fanshawe St to get "flow" for people.
Liz Westbrooke	2	2/5		Development - amenity, width of harbour edge spaces	Look at Wellington for width of harbour edge spaces.
Brian McClure	3	3/1	28.4.11	Bridge - pedestrian/cyclist only	There should be no permanent bridge structure in Viaduct Harbour. If there is a bridge it should be limited to pedestrian only traffic, to offer a smaller imprint on the Harbour environment and amenity.
Brian McClure	3	3/2	28	View shafts	Preserving view shafts - Ensure no permanent structures on Western Viaduct Wharf, Harbour Entrance Wharf or water area to preserve visual amenity.
Brian McClure	3	3/3		Te Wero Island	Te Wero Island to be a pedestrian-only precinct
Brian McClure	3	3/4	28	Height limits - marine events centre	Marine events centre buildings to be no higher than present America's Cup bases.
Brian McClure	3	3/5		Cultural heritage, character	Support preservation of marine character of Tank Farm and heritage features.
Brian McClure	3	3/6	28	Marine events - America's Cup	Protect options for future America's Cup or other international boating/maritime events.
Brian McClure	3	3/7	35	Noise limits	Limiting noise levels - object to notified noise levels on wharves given the proximity to residential apartments.
Cuan Forsyth-King	4	4/1		Development, heights	Oppose the scale and form of the proposed buildings. Height is a significant issue. 4 or 5 stories would be appropriate.
Cuan Forsyth-King	4	4/2		Transport, car parking	Traffic and parking are issues. A car free precinct would be desirable.

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Edwin John Wickham Ikin & Eila Beatrice Ikin	5	5/1		Bridge - pedestrian/cyclist only	Oppose the bridge. It is not required but if it is installed, it should be for pedestrians and cyclists only.
Edwin John Wickham Ikin & Eila Beatrice Ikin	5	5/2		View shafts, heights, amenity	View shafts must be protected. Oppose the erection of all permanent structures higher than present Cup Bases. Preserve visual amenity throughout the whole Tank Farm, Western Viaduct Wharf, Harbour Entrance and Te Wero Wharf.
Edwin John Wickham Ikin & Eila Beatrice Ikin	5	5/3		Cultural heritage, character	Should preserve the maritime character of Tank Farm and heritage features.
Edwin John Wickham Ikin & Eila Beatrice Ikin	5	5/4		Marine events - America's Cup	Oppose anything that would jeopardise future America's Cup or international boating events. Make sure the area retains its maritime nature.
Edwin John Wickham Ikin & Eila Beatrice Ikin	5	5/5		Noise limits	Object to notified noise level on wharves, given proximity to residential apartments. Ensure noise is minimised.
Graham William Arthur Bush	6	6/1	28.4.11(e)	Bridge - tramway	Modify section (Policy 28.4.11(e)) so as either to make provision for a tourist/heritage tramway or not to preclude the construction of a tourist/heritage tramway across the bridge. After the words 'Wynyard Quarter' add <u>'in a manner that does not preclude its use as part of a harbourfront tourist/heritage tramway.'</u>
Graham William Arthur Bush	6	6/2		Ferry services, water taxis	Endorse the prominent role envisaged for ferries and water taxis in providing connecting transport.
Richard Somerville-Ryan	7	7/1		Ferry services	The current Wynyard wharf terminal should be retained and enhanced under any revised plan or that an equivalent which fully meets the needs of the island community be incorporated into the city's plans for the waterfront.
Richard Somerville-Ryan	7	7/2		Ferry services - section 32 analysis	The Section 32 analysis should at least include such factors as ease of access, freight and storage capacity, potential travel time and inclusion of upgraded tourist and transport facilities within the city specifically meeting the needs of residents and visitors to the island.
Electronic Navigation Ltd	8	8/1		Fishing and marine industry	Particularly concerned with the failure of the Change appropriately and adequately to respond to and provide for existing fishing and marine industry activities and opportunities for growth and development of those activities. Submitter's company relies on their customer base having access to their service by way of allocated berthage free of any restriction by way of reverse sensitivity.
Electronic Navigation Ltd	8	8/2		Fishing and marine industry - berthage requirements	Concern that the fishing and marine related industries require access to coastal berthage for lay up berthing, servicing and maintenance operations. There is currently no suitable alternative location in the Auckland Region for the Auckland based fishing industry.

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Electronic Navigation Ltd	8	8/3		Fishing and marine industry - ability to stay and expand	The Change, in conjunction with the contemporaneous planning initiatives notified by the Auckland City Council continues the process of the Auckland fishing industry being compressed into a relatively small and constrained area within and around Viaduct Harbour, but does not provide appropriately for the industry to remain let alone for key participants to expand operations.
Electronic Navigation Ltd	8	8/4		Fishing industry - Viaduct Harbour	Concerned that the proposed provisions weaken or seek to delete the statements in the Coastal Plan regarding the role of the fishing industry in the Viaduct Harbour area and the importance of the area to the fishing industry.
Electronic Navigation Ltd	8	8/5		Fishing and marine industry - safeguard the industry	Concern that the Change does little to safeguard the place of the fishing and marine industries within the Viaduct Harbour and around the Western Reclamation.
Electronic Navigation Ltd	8	8/6		Fishing and marine industry - fishing industry access to PMA 2B	Concern that the proposed provisions envisage the relegation of the marine industry (but without mentioning the fishing fleet) to a new Port Management Area 2B. No mechanisms are provided to ensure that the fishing industry will have access to that area or will physically be able to use it.
Electronic Navigation Ltd	8	8/7		Fishing and marine industry - giving events priority	Concern that the provisions inappropriately seek to reverse the onus on incoming land activities to be compatible with marine activities and give events priority over the fishing industry and other port activities in the Viaduct Harbour.
Electronic Navigation Ltd	8	8/8		Fishing and marine industry - compatibility of incoming activities	Concern that the provisions inappropriately seek to promote and provide for activities compatible with residential, commercial, tourist and event activities around and within the Viaduct Harbour instead of ensuring that incoming activities are compatible and respect the requirements of the fishing industry and other marine activities.
Electronic Navigation Ltd	8	8/9		Fishing and marine industry - restriction of berthage areas	Concern that the proposed provisions may have the effect of restricting the fishing and marine industries to berthage areas that are not needed for events and may gradually push those industries out of the area as the Western Reclamation and Halsey Street Reclamation are developed.
Electronic Navigation Ltd	8	8/10		Oppose whole plan change	Seeks that the Change be withdrawn or disallowed in its entirety.
Bruce Cox	9	9/1	28.2.5	Bridge	Oppose Issue 28.2.5. Should be no bridge over Viaduct Basin. A walkway has been provided round Viaduct Basin for the public.
Bruce Cox	9	9/2	28.2.11	Marine events centre	Oppose Issue 28.2.11 regarding the marine events centre area. No development including Halsey St extension wharf. Retain this area for any future America's Cup events (up to 50 years).
Bruce Cox	9	9/3	28.4.11	Bridge - car parking	Oppose policy 28.4.11 (Te Wero bridge). Provide wider streets with angle parking to suit Aucklanders visiting the area. A good example of public car parking is Jellicoe St.

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Bruce Cox	9	9/4	25.5.9 a,b,c,d,e	Wynyard Wharf - development	Oppose 25.5.9 a,b,c,d,e. Let Wynyard Wharf be an area for relaxation. No commercialisation, e.g. Viaduct Basin.
Bruce Cox	9	9/5	25.5.13(h)	Wynyard Wharf - public accessway	Oppose in part Rule 25.5.13(h) (8m wide public accessway along Wynyard Wharf). Provide a road to the end of Wynyard Wharf as at present with angle parking both sides at the end of Wynyard Wharf for Aucklanders. At present all visitors viewing the harbour from the end of Wynyard Wharf arrive in a vehicle. Very few will walk 100 metres.
Bulk Storage Terminals Ltd	10	10/1		Support for plan change	Supports the ARC and ACC attempts to tidy up, improve and open up Wynyard Quarter.
Bulk Storage Terminals Ltd	10	10/2	25.7.10	Bulk liquids - relocation	Concern that there is an expectation is the bulk tank operators will just 'go away' over time and will be a very unwelcome future guest at the Wynyard Quarter. Seeks amendment of clause 25.7.10 (Principal Reasons for Adopting) which states: "Activities in Port Management Area 4A will change as the bulk liquid storage facilities on the adjacent land are vacated or provided elsewhere in the region".
Bulk Storage Terminals Ltd	10	10/3	30.1.1	Bulk liquids - relocation	Concern that there is an expectation is the bulk tank operators will just 'go away' over time and will be a very unwelcome future guest at the Wynyard Quarter. Seeks amendment of clause 30.1.1 (Introduction, Port Management Area 4A) which states: "...In the medium to longer term it is expected that the bulk liquid storage facilities located on the land in Wynyard Quarter ... will vacate ...".
Bulk Storage Terminals Ltd	10	10/4	30.7.3	Bulk liquids - relocation	Concern that there is an expectation is the bulk tank operators will just 'go away' over time and will be a very unwelcome future guest at the Wynyard Quarter. Seeks amendment to clause 30.7.3 (Principal Reasons for Adopting, Port Management Area 4A) which states: "The use of Port Management Area 4A is expected to change over time as the bulk liquid operations currently located in the Wynyard Quarter vacate".
Bulk Storage Terminals Ltd	10	10/5		Bulk liquids - continued operation	Supports that in the proposed controls for Port Management Area 4A, while the wharf user bulk liquid operators remain in situ, the wharf face, appropriate depths, pipeline access and the handling facilities to and from the wharves, will not be disturbed nor frustrated.
Bulk Storage Terminals Ltd	10	10/6		Bulk liquids - continued operation	Supports that in the proposed Coastal Plan Change, Wynyard Wharf, while being intermittently used as an on-land recreational and people-enjoyment area, will also be maintained as a deep draft wharf supporting appropriate cargo carrying vessels and involved with marine activities of an enjoyment nature. And that the public would be kept at a distance during cargo handling operations.

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Bulk Storage Terminals Ltd	10	10/7	25.5.31, 30.4.10	Bulk liquids - fatality risk	Concerns with the Auckland City Council's District Plan Change approach to Risk Sensitive Activities as it assume Bulk Storage Terminals has a major involvement with hazardous products. Relevant for the coastal plan change as wind-drift borne 'risks' on the drawn plan encroach on the maritime area. [The District Plan Risk Sensitive Activities provisions are referred to in the coastal plan change in Rule 25.5.31 and Policy 30.4.10.]
Bulk Storage Terminals Ltd	10	10/8		Bulk liquids - continued operation, relocation	Seeks consideration of the submitter's bulk liquids operations staying at Wynyard Quarter after 2025. Removal of all hazardous operations and the visual softening of the appearance of the tanks would appear to have far greater gain for Greater Auckland than alternative options of paying a huge amount of money to shift elsewhere in a wharf-served area within Auckland.
Bulk Storage Terminals Ltd	10	10/9		Bulk liquids - continued operation, relocation	Seeks meaningful discussion on how the link to deep water at Wynyard Wharf and associated piping can be embraced beyond the end of the company's lease (June 2025).
Bulk Storage Terminals Ltd	10	10/10		Bulk liquids - relocation	Seeks assistance in identifying a suitable wharf-handly alternative site / waterside facility.
Bulk Storage Terminals Ltd	10	10/11		Bulk liquids - relocation	If an alternative site is found, then the company would expect a high degree of compensation for costs incurred to move to and build an appropriate structure(s) at such an Auckland based position.
Bulk Storage Terminals Ltd	10	10/12		Bulk liquids - continued operation	Wish to make it clear that they do not oppose the general desire to open up the Wynyard Quarter to the public of Auckland and visitors providing that ship/cargo handling facilities are not impeded. Rather they seek an amenable solution to enable the company to maintain an operation in Auckland and to continue to service the large degree of downstream socio-economic benefit that the region gains from BST's Auckland regional presence.
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/1		Bulk liquids - continued operation	The companies generally support the main thrust and intent of the issues, objectives, policies and rules of Proposed Plan Change No 3. However the companies consider it imperative that the provisions recognise and consistently provide for the ongoing operation of the bulk storage facilities, at least until such time as the Companies withdraw and/or relocate from the Western Reclamation.
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/2		Integration with Auckland City Council District Plan modifications	Overall the provisions complement the proposed Plan Change 4 to the Central Area Plan (ACC) and this is supported.
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/3		Bulk liquids - continued operation	The Companies wish to ensure that Wynyard Wharf can continue to operate unfettered as a facility delivering bulk hazardous substances so long as the hazardous substances storage facilities remain in operation.

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Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/4		Bulk liquids - reverse sensitivity	If there are any activities or changes proposed in the area by any party they should not lead to any reverse sensitivity effects on the existing facilities.
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/5	25.5.31	Bulk liquids - fatality risk	It is important to clarify in Rule 25.5.31 that any new development should not be established where it might be subject to an inappropriate level of fatality risk from any existing facilities.
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/6		Bulk liquids - continued operation, relocation, reverse sensitivity	Ensure that there is adequate provision and protection of existing hazardous facilities, and in particular those facilities that rely on Wynyard Wharf for the supply of hazardous substances, from reverse sensitivity effects arising from changing use and associated activities over time facilitated by this Plan Change, such that the existing hazardous substances facilities can continue to operate unfettered until such time as they decommission and/or relocate.
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/7	25.2.4	Bulk liquids - reverse sensitivity	Retain Issue 25.2.4 without further modification.
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/8	25.5.2, 25.5.5, 25.5.19(c), 25.5.25(e), 25.5.30, 25.5.31(c), 25.5.42	Port Management Areas - Rules	Retain Rules 25.5.2, 25.5.5, 25.5.19(c), 25.5.25(e), 25.5.30, 25.5.31(c), 25.5.42 without further modification.
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/9	25.7.10	Port Management Area 4A - change in use	Retain Principal Reasons for Adopting 25.7.10 without further modification.
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/10	25.8.6	Port Management Area 4A - change in use	Retain Anticipated Environmental Results 25.8.6 without further modification.
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/11	30.1	Port Management Area 4A, 4B, 4C - risk management	Retain Introduction in 30.1 without further modification.
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/12	30.1.1	Port Management Area 4A - change in use	Retain Port Management Area 4A Introduction 30.1.1 without further modification.
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/13	30.2.2, 30.2.3, 30.2.4, 30.2.5	Port Management Area 4A - issues	Retain Issues 30.2.2, 30.2.3, 30.2.4, 30.2.5 without further modification.

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Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/14	30.3.1 to 30.3.7	Port Management Area 4A - objectives	Retain Objectives 30.3.1 to 30.3.7 without further modification.
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/15	30.4.8, 30.4.10 to 30.4.16	Port Management Area 4A - policies	Retain Policy 30.4.8, 30.4.10 to 30.4.16 without further modification.
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/16	30.6.1(c)	Port Management Area 4A - change in use	Retain Other Method 30.6.1(c) without further modification.
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/17	30.7.3	Port Management Area 4A - change in use	Retain Principal Reasons for Adopting 30.7.3 without further modification.
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/18	30.8.4 & 30.8.5	Port Management Area 4A - amenity and views	Retain Anticipated Environmental Results 30.8.4 & 30.8.5 without further modification.
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/19	25.5.9	Bulk liquids - continued operation, reverse sensitivity	Retain Rule 25.5.9 (permitted activities - Wynyard Wharf) without further modification except for the addition of the following text after the words "following activities": " <u>and once the hazardous substances facilities no longer require the use of the wharf</u> ".
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/20	25.5.12	Bulk liquids - continued operation, reverse sensitivity	Retain Rule 25.5.12 (permitted activities - temporary events, Wynyard Wharf) without further modification except for the addition of the following text after the words "for the adjacent land": " <u>and once the hazardous substances facilities no longer require the use of the wharf</u> ".
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/21	25.5.31(i)	Bulk liquids - fatality risk	Delete Rule 25.5.31(i) and replace with the following text: " <u>The extent to which any new development is subject to an appropriate level of fatality risk and/or the extent to which any new development increase the level of fatality risk relative to existing and future planned activities on the adjacent land or in the coastal marine area</u> ".
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/22	30.8.3	Port Management Area 4A - public access	Retain Anticipated Environmental Results 30.8.3 without further modification except for the addition of the text "over time" as follows: The enhancement <u>over time</u> of public access ... in Port Management Area 4A, particularly along Wynyard Wharf.
Shell NZ Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd	11	11/23		Bulk liquids - consequential relief	Seek any additions, deletions or consequential amendments made necessary as a result of the matters raised in the submissions or any other such relief as to give effect to the submissions.
Bowery Holdings Ltd	12	12/1		Bridge	Oppose the bridge.
Bowery Holdings Ltd	12	12/2		View shafts	Preserve view shafts. No permanent structures on wharf or water area.
Bowery Holdings Ltd	12	12/3		Cultural heritage, character	Preserve maritime character.

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Bowery Holdings Ltd	12	12/4		Noise limits	Object to notified noise levels on wharves - proximate to residential apartments.
Bowery Holdings Ltd	12	12/5		Marine events	Protect area for future boating events.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/1		Fishing and marine industry	Particularly concerned with the failure of the Change appropriately and adequately to respond to and provide for existing fishing and marine industry activities and opportunities for growth and development of those activities.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/2		Fishing and marine industry - berthage requirements	The fishing and marine related industries require access to coastal berthage for lay up berthing, loading, servicing, maintenance and refit operations. The fishing industry in particular is based in and around the Western Reclamation and Viaduct Harbour. Concern that there is currently no suitable alternative location in the Auckland Region for the Auckland based fishing industry.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/3		Fishing and marine industry - ability to stay and expand	The Change, in conjunction with the contemporaneous planning initiatives notified by the Auckland City Council continues the process of the Auckland fishing industry being compressed into a relatively small and constrained area within and around Viaduct Harbour, but does not provide appropriately for the industry to remain let alone for key participants to expand operations.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/4		Fishing and marine industry - Viaduct Harbour	Concerned that the provisions weaken or seek to delete the statements in the coastal plan regarding the role of the fishing industry in the Viaduct Harbour area and the importance of the area to the fishing industry.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/5		Fishing and marine industry - safeguard the industry	Concern that the Change does little to safeguard the place of the fishing and marine industries within the Viaduct Harbour and around the Western Reclamation.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/6		Fishing and marine industry - fishing industry access to PMA 2B	Concern that the proposed provisions envisage the relegation of the marine industry (but without mentioning the fishing fleet) to a new Port Management Area 2B. No mechanisms are provided to ensure that the fishing industry will have access to that area or will physically be able to use it.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/7		Fishing and marine industry - giving events priority	Concern that the provisions inappropriately seek to reverse the onus on incoming land activities to be compatible with marine activities and give events priority over the fishing industry and other port activities in the Viaduct Harbour.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/8		Fishing and marine industry - compatibility of incoming activities	Concern that the provisions inappropriately seek to promote and provide for activities compatible with residential, commercial, tourist and event activities around and within the Viaduct Harbour instead of ensuring that incoming activities are compatible and respect the requirements of the fishing industry and other marine activities.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/9		Fishing and marine industry - restriction of berthage areas	Concern that the proposed provisions may have the effect of restricting the fishing and marine industries to berthage areas that are not needed for events and may gradually push those industries out of the area as the Western Reclamation and Halsey Street Reclamation are developed.

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Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/10		Fishing and marine industry - PMA 2B	Concern that the descriptions and controls regarding Port Management Area 2B (PMA 2B) should be strengthened to provide for the marine and fishing industries first and foremost. Only those activities related to the marine and fishing industries should be permitted in PMA 2B.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/11		Artworks	Concern that Port Management Area 2B is not a suitable location for artworks or sculptures. These activities should be non-complying.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/12		Height limits	Concern that the maximum height restrictions should exclude vessel's masts and superstructures.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/13		Fishing and marine industry - PMA 2B assessment criteria	Concern that the extent to which marine, fishing and port industry activity is comprised should be an assessment criteria for any activity in Port Management Area 2B.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/14		Fishing and marine industry - PMA 2A and 2B distinction	Port Management Area 2A and 2B are often described in the same terms, but each has different characteristics. Definitions and descriptions should be more robust to ensure PMA 2B is available for core marine and fishing industry activities.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/15		Fishing and marine industry - PMA 2B	In Port Management Area 2B, any activity that may weaken the core marine and fishing industry activities should be non-complying and disallowed.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/16		Port Management Area 2B - marine and fishing industry, public access	In Port Management Area 2B, the priority should be assigned to core marine and fishing industry activities in preference to public access. The industry should have the absolute right to manage, control, limit and exclude for safety and risk management reasons.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/17		Bridge	Vessel access into the inner Viaduct Basin must not be compromised by the proposed Te Wero Bridge.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/18		Ferry services - Port Management Area 2B	Port Management Area 2B provisions should exclude maritime transport functions.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/19		Noise limits	Noise limits (L10 and LMax) should be increased in PMA 2B to allow core marine and fishing industry functions associated with the working waterfront. The increases to L10 and LMax are required to avoid reverse sensitivity issues arising. No complaints covenants must be applied via the District Plan to all areas receiving noise from PMA 2B.
Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/20		Fishing and marine industry - descriptions	Marine and fishing industry descriptions should be strengthened to allow existing activities and contemporary activities associated with developing international best practice (e.g. syncrolift and refit hall).

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Westhaven Viaduct Tenants and Ratepayers Association Inc	13	13/21		Oppose whole plan change	Submitter seeks that the Change be withdrawn or disallowed in its entirety.
Peter Edwin Gill Hosking	14	14/1		Tank Farm name	Oppose changing the name of the precinct from "the Tank Farm" to anything else, including Wynyard Quarter. Wide recognition of the name for the area now.
Peter Edwin Gill Hosking	14	14/2		Vision / context	Limited vision of Tank Farm concept. The Plan change needs to take into account a wider area including Victoria Park and the motorway.
Peter Edwin Gill Hosking	14	14/3		Bridge, America's Cup bases, Viaduct Harbour	The need and desire to develop the Tank Farm should not undermine the success and viability of the Viaduct Harbour which has achieved a balance between marine use, residential use and entertainment. That balance will be destroyed by developing the America's Cup bases (essentially the area to the south of the proposed bridge) and by the bridge.
Peter Edwin Gill Hosking	14	14/4		Bridge	Do not install the bridge. There may be other options to the bridge. The gap could be narrowed considerably and pedestrian access to the Tank Farm achieved via a tunnel with escalators. Also a combination of Fanshawe St and Viaduct Harbour Drive could be for public transport. There can be temporary pedestrian options of crossing the harbour from Te Wero (floating bridge etc) when something is on at the events centre.
Peter Edwin Gill Hosking	14	14/5		Bridge - pedestrian/cyclist only	Oppose buses using the bridge. If there is to be a bridge, it should be pedestrian/cyclists only.
Peter Edwin Gill Hosking	14	14/6		Bridge - buses	Oppose non-tank farm buses using the bridge. If the bridge is to accommodate buses, these should be limited solely to these travelling to and from the Tank Farm, with no through access to or from other suburbs.
Peter Edwin Gill Hosking	14	14/7		Marine events centre - America's Cup bases	Oppose situating the marine events centre on the Halsey St Wharf Extension. Site the marine events centre on the America's Cup bases to South of line of proposed bridge to retain the successful balance achieved in the Viaduct. The public interest should predominate. Siting the marine events centre on the Cup bases will better preserve the balance of the mix between residential, office, entertainment and maritime uses.
Peter Edwin Gill Hosking	14	14/8		Marine events - America's Cup	Oppose hotel or other commercial development on the Team NZ site. Site the Marine Events Centre there, not a (third) hotel for Viaduct Harbour. Protect options for future America's Cup or other international boating events.
Peter Edwin Gill Hosking	14	14/9		Cultural heritage, character	Support increased protection for heritage character buildings, sites and features, as per ARC submission to ACC on this issue.

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Peter Edwin Gill Hosking	14	14/10		Open space	Support increase size of ARC headland park, ensure it is main destination of Tank Farm and improve access through buildings. Size of ARC headland park should be increased to include the whole peninsula - it rather than the entertainment hub in Jellicoe St should be the main destination. Accessibility of the park from Jellicoe St needs improving from a narrow entrance through tall buildings built to the street edge.
Peter Edwin Gill Hosking	14	14/11		Development - Daldy St Boulevard	Support a wide boulevard linking to Victoria Park across an under-grounded Fanshawe St.
Peter Edwin Gill Hosking	14	14/12		View shafts	Support preserving view shafts. Preserve visual amenity from Viaduct Harbour, especially the Point Apartments. Ensure no permanent structures on Western Viaduct Harbour Entrance Wharf or water area to preserve visual amenity.
Peter Edwin Gill Hosking	14	14/13		Height limits - marine events centre	Marine Events Centre buildings to be no higher than present Cup Bases.
Peter Edwin Gill Hosking	14	14/14		Te Wero Island	Te Wero Island to be a pedestrian-only precinct.
Peter Edwin Gill Hosking	14	14/15		Noise limits	Oppose noise provisions. Seeking considerably lower noise levels on wharf areas given proximity to residential apartments, including The Point Apartments across the water.
Minister of Conservation	15	15/1		Support for plan change	The proposed plan change is supported subject to a new or revised wording for identified policies of the plan change.
Minister of Conservation	15	15/2	25.4.4	Reclamations	The intent of the new words in Policy 25.4.4 (reclamation in Port Management Areas) which state " <i>or to facilitate the environmental enhancement of existing seawall conditions</i> " is not clear. Re-word or amend Policy 25.4.4 to ensure the outcome sought and the intention of the policy is clear.
Marstel Terminals Limited	16	16/1		Support for plan change	Marstel supports in principle Proposed Plan Change 3, subject to the matters raised being addressed.
Marstel Terminals Limited	16	16/2		Bulk liquids - continued operation	Considers that the Plan Change does not adequately provide for the continued safe and efficient operation of the bulk liquids industry, which is vital to the economic wellbeing of the Auckland region.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Marstel Terminals Limited	16	16/3		Bulk liquids - continued operation, relocation, reverse sensitivity	Marstel seeks the rejection of the Plan in its entirety until such time as the Plan Change provides for: a. A commercially viable and unconditional alternative site to secure the relocation of the bulk liquids industry. b. No development of the Western Reclamation until an alternative site is secured and consented on terms acceptable to Marstel. c. Stronger recognition in the plan change that the principle of reverse sensitivity does not require Marstel to compromise or change its operations, at its cost, to take account of new activities proposed to occur at the Western Reclamation. Rather, reverse sensitivity should recognise Marstel as the sensitive activity and the Plan Change provisions should protect all of its operations.
Marstel Terminals Limited	16	16/4		Bulk liquids - continued operation	Concern that this Plan Change is inconsistent with Proposed Plan Change 6 to the Regional Policy Statement in that it does not adequately protect this regionally significant infrastructure and instead puts the future of the infrastructure and the bulk liquids industry in jeopardy.
Marstel Terminals Limited	16	16/5		Bulk liquids - relocation	Concern that none of the provisions of this Plan Change, or the other provisions of the relevant regional or district planning instruments, contain provisions that identify suitable locations or would facilitate the relocation of the bulk liquids industry to a commercially viable and unconditional alternative location (or locations).
Marstel Terminals Limited	16	16/6		Bulk liquids - continued operation, relocation	Concern that the Plan Change is inconsistent with Part II of the Resource Management Act 1991 because it does not provide for the safe and efficient operation of the existing bulk liquids industry, which is important regional infrastructure that is necessary for the economic wellbeing of the region, as it fails to ensure that a relocation strategy for the bulk liquids industry is finalised prior to redevelopment of the Western Reclamation, and there are no measures to manage the potential for disruption to regional economic activity.
Marstel Terminals Limited	16	16/7		Bulk liquids - section 32	Concern that while the Section 32 report acknowledges the importance of the bulk liquids industry to the region, it does not fully address the costs and benefits of the potential loss of the industry to Auckland should the Western Reclamation redevelopment occur. Rather it is based on a gradual transition of the industry to another, as yet undefined site. While parts of the Section 32 report suggest that redevelopment will not occur until the bulk liquids industry has been relocated, the plan provisions are not drafted in a way that implements that strategy.
Marstel Terminals Limited	16	16/8	25.2.4, 25.3.1, 25.3.2	Bulk liquids - continued operation, reverse sensitivity	Supports in principle new Issue 25.2.4 and Objectives 25.3.1 and 25.3.2 as they recognise the potential for conflict between Marstel's water based activities, namely loading and unloading of bulk liquids, and proposed new land uses as part of the redevelopment of Wynyard Quarter.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Marstel Terminals Limited	16	16/9	25.3.3	Bulk liquids - continued operation, relocation, reverse sensitivity	Opposes the proposed change to Objective 25.3.3 because of the strongly positive connotation of the word "facilitating" in relation to non-port related activities. Concerned that in facilitating these activities, there is insufficient weight given to their potential incompatibility with the bulk liquids industry. In particular, concerned that the Plan Change will enable the redevelopment of the Western Reclamation in advance of the process of identifying, consenting and implementing the relocation of the bulk liquids industry.
Marstel Terminals Limited	16	16/10	25.4.2, 25.4.3 and 25.4.4	Bulk liquids - relocation	Supports in principle Policies 25.4.2, 25.4.3 and 25.4.4 as they could assist in identifying suitable relocation sites for Marstel's operations, provided stronger provisions are included in the Plan and other regional and district planning instruments that would assist with that process and on terms acceptable to Marstel.
Marstel Terminals Limited	16	16/11	25.4.13 and 25.4.14	Port Management Area 4A - non-port activities	Opposes the proposed change to Policies 25.4.13 and 25.4.14 as they represent a significant departure from the present situation. In Port Management Area 4A, activities that have no functional need to be in the coastal marine area are now considered appropriate (generally permitted activities) where previously they were non-complying activities. This change has consequently adverse effects on Marstel's ongoing operations and is prejudicial to its position.
Marstel Terminals Limited	16	16/12	30.3.2, 30.3.3, 30.3.6 and 30.3.4	Bulk liquids - continued operation	Supports the changes to Objective 30.3.2 and new Objectives 30.3.3 and 30.3.6, along with part of Objective 30.3.4 insofar as they provide for the ongoing safe and efficient operation of the bulk liquids industry.
Marstel Terminals Limited	16	16/13	30.3.5	Bulk liquids - continued operation, relocation	Opposes new Objective 30.3.5 in that it makes no provision for the possibility that a commercially viable and unconditional alternative site for the bulk liquids industry is unable to be established and the effect this outcome has on the staging of the proposed development.
Marstel Terminals Limited	16	16/14	30.4.8	Bulk liquids - fatality risk	Conditionally supports new Policy 30.4.8 provided that a note is included to clarify that these restrictions relate to new developments and not changes to the nature and/or quantity of bulk liquids stored at existing facilities.
Marstel Terminals Limited	16	16/15	30.4.10 and 25.5	Port Management Area 4A - non-bulk liquids activities, reverse sensitivity	Marstel opposes new Policy 30.4.10 and the rules in 25.5 as the matters listed in in Policy 30.4.10 and the permitted activity criteria set out in the rules are not sufficiently robust to ensure that they will be protected against the adverse effects of the new activities, so that the principle of reverse sensitivity is in fact achieved. By providing for these activities as permitted activities, Marstel will not have the opportunity to be consulted with and to make submissions on proposed activities to ensure that its own interests are protected. They may also have a limited right of participation, if any in controlled, restricted discretionary, discretionary and non-complying activities.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Marstel Terminals Limited	16	16/16	30.4.10	Bulk liquids - fatality risk	Concerned about the reference to Risk Sensitive Activities in the Auckland City District Plan proposed plan change. Concerned that the adopted fatality risk standards include an assumption that acceptable risk levels can be relaxed because it is anticipated that Marstel and others will relocate and therefore the exposure will be for a limited duration. No risk assessment has been undertaken that considers the possibility of Marstel not being able to be relocated, or its operations being relocated at a later stage.
Marstel Terminals Limited	16	16/17	25.5	Bulk liquids - continued operation, reverse sensitivity	Concern that the rules make it more difficult for Marstel to proceed with aspects of its business within Port Management Area 4A, by making new buildings and structures discretionary activities when previously they were controlled activities, and encouraging entirely new residential activities in that area. This does not assist Marstel to maintain a commercially viable operation at Wynyard Wharf and when read alongside other parts of the rules in 25.5 misapplies the principle of reverse sensitivity.
Marstel Terminals Limited	16	16/18	25.6	Bulk liquids - relocation	Opposes Section 25.6 (Other Methods) as it does not recognise that the ARC and other territorial local authorities will need to take proactive steps to assist Marstel to move to a commercially viable and unconditional alternative site.
Marstel Terminals Limited	16	16/19	25.7	Bulk liquids - continued operation, reverse sensitivity	Opposes Section 25.7 Principal Reasons for Adopting because it misinterprets the principle of reverse sensitivity and encourages planning provisions which will adversely affect Marstel's ongoing operations.
Marstel Terminals Limited	16	16/20	25.8	Bulk liquids - continued operation	Opposes Section 25.8 Anticipated Environmental Results because it does not take account of the possibility of Marstel remaining on the site or the economic impact of the proposed redevelopment of Marstel's operations and that of its customers.
Marstel Terminals Limited	16	16/21	30.3.3	Bulk liquids - continued operation, reverse sensitivity	Supports those parts of Objective 30.3 that provide for Marstel's ongoing operations at Wynyard Wharf, but opposes those parts of Objective 30.3 that encourage a conflict in land use between Marstel's ongoing operations at Wynyard Wharf and new activities.
Marstel Terminals Limited	16	16/22	30.4	Bulk liquids - relocation	Opposes Policy 30.4 because it explicitly excludes Marstel's future operations in PMA 4A. It could support this change if a commercially viable and unconditional site (or sites) was identified in PMA 4B or 4C that enabled it to relocate on terms acceptable to it.
Marstel Terminals Limited	16	16/23	30.4.8 - 30.4.11	Bulk liquids - continued operation	Supports new Policies 30.4.8 - 30.4.11 (Port Management Area 4A) insofar as those policies provide protection for Marstel's ongoing operations at Wynyard Wharf.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Marstel Terminals Limited	16	16/24	30.4.12-30.4.16	Bulk liquids - continued operation	Opposes new policies 30.4.12 - 30.4.16 (Wynyard Wharf) as they will restrict Marstel's ability to undertake development, or to continue with its existing use, on its site. No mention is made in these policies of the possibility of the bulk liquids industry remaining and continuing operations there. Furthermore these policies are inconsistent with Objective 30.3.3.
Marstel Terminals Limited	16	16/25	30.6.1 (c)	Bulk liquids - relocation	Supports new method 30.6.1(c), however seeks stronger provisions in this Plan and other regional and district planning instruments that would assist to identify suitable locations or would facilitate the relocation of the bulk liquids industry to a commercially viable and unconditional alternative location (or locations), on terms that are acceptable to Marstel and do not compromise its ongoing business or those of its customers.
Marstel Terminals Limited	16	16/26		Oppose whole plan change	Seeks that the Plan Change is withdrawn.
Marstel Terminals Limited	16	16/27		Bulk liquids - relocation	Alternative to withdrawing the Plan change, seeks that the Plan change is put on hold until such time as the Council has undertaken and completed urgent work in locating a commercially viable and unconditional site to enable the relocation of Marstel Terminals' business, including the completion of all consenting requirements for that relocation site in terms acceptable to Marstel.
Marstel Terminals Limited	16	16/28		Bulk liquids - consequential relief	Seeks such further relief as would satisfy the points raised by Marstel in the submission.
Auckland Yacht and Boating Association Inc	17	17/1	25.5	Boat landing facilities	Support 25.5 (Rules) in part. The proposed plan change should include specific provision for landing facilities for use by the recreational boating public. Landing facilities could be in the form of pontoons and access ramps that float up and down with the tide to cater for small to medium craft. The current form of Wynyard Wharf would be unsuitable for smaller craft. The landing facilities could be placed at any one or more of several points around the Wynyard Quarter, such as: Adjacent to the proposed stormwater feature on the western edge, at the northwest corner or northern edge of Wynyard Point, along Wynyard Wharf at the edge of the area proposed for marine events. Landing facilities could be located within view shafts without adverse effect.
Auckland Yacht and Boating Association Inc	17	17/2		Marine events - landing facilities	Suitable facilities for launching and retrieval of boats may be required for the running of marine events in the area out from Wynyard Wharf.
Oasis Body Therapy	18	18/1		Height limits, views, development	Oppose plan change. Concerned that the current plan would create a large eyesore on Auckland's waterfront. Building heights will impact on views of the harbour and Harbour Bridge from various points in the city. Building heights need to be drastically reduced. No buildings on the Tank Farm should be more than 20m or 5 stories high, gradually reducing to 3 stories at Jellicoe St and further out to the Point.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Heart of the City	19	19/1		Cruise ship terminal	Better alternatives may exist for a cruise terminal - eg central wharves. The cruise industry have not been consulted on the idea of a back-up facility going on Wynyard Wharf. That use would conflict with other uses in Quarter 6 [district plan change, Wynyard Point]. It is not clear that the transport infrastructure required to support cruise ship facilities is provided for.
Heart of the City	19	19/2		Development - district plan issues	Concerned regarding various district plan matters (including the headland park, Transit's proposed tunnel alignment, open space, the Urban Design Framework, transport, retail, development form, relationship with CBD, park connections, plazas, cycling, heights, through site lanes).
Heart of the City	19	19/3		Urban Design Framework	Support the inclusion of an Urban Design Framework for the Wynyard Quarter. This provides an opportunity to provide a strong design foundation based on clearly articulated concepts and principles.
Heart of the City	19	19/4		Wynyard Wharf development	Opposed to the development of commercial buildings on Wynyard Wharf. Should be no development north of Jellicoe St and east of Hamer St.
Heart of the City	19	19/5		Bridge - buses	Regional diesel buses should be excluded from using Te Wero Bridge and should remain on Fanshawe Street.
Heart of the City	19	19/6		Bridge	Concerns regarding the bridge - What is the proposed width of the bridge? How will architectural imperatives be prioritised above engineering aspects? Would it be better to build an architecturally uncompromised fixed bridge, with some height in it to let many smaller boats under and then reinstate the older bridge for larger vessels?
Heart of the City	19	19/7		Fishing industry - Jellicoe St	Concern that Jellicoe St's "additional mix of commercial activity" raises a question about the dedication to things fishing. Need 100% support for the fishing industry, the fish market and themes that evolve from that. Recommend fewer general offices on the Jellicoe St spine.
Heart of the City	19	19/8		Marine industry - western end of waterfront axis	Concern regarding the proposal for a cultural destination at the western end of the waterfront axis. This would be better located in the park and leave this site for marine industry.
Heart of the City	19	19/9		Wynyard Wharf - structures	Oppose the large structures on Wynyard Wharf.
Heart of the City	19	19/10		Wynyard Wharf - structures	Do not oppose smaller structures on Wynyard wharf as they may be required to support the fishing fleet and ferry services.
Heart of the City	19	19/11		Ferry services	Strongly support the incorporation of an appropriate ferry terminal near the intersection North and Wynyard Wharves.
Heart of the City	19	19/12		Marine events centre North Wharf, Wynyard Wharf	Support the development of the Marine Events Precinct but question if the descriptive text should include the North Wharf and Wynyard Wharf as boundaries.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Heart of the City	19	19/13		Fishing industry - Jellicoe St	Jellicoe precinct - strongly support the fishing village concept and recommend addressing the needs of that industry to survive and flourish. Would support forming breakwaters or new wharf structures in Jellicoe Harbour to give appropriate shelter to the fishing fleet.
Heart of the City	19	19/14		Marine industry	Strongly support a focus on the marine industry in Area 3 [District plan, western side of Western Reclamation]. Marine industries should take precedence west of Beaumont Street.
Cruise New Zealand	20	20/1		Cruise ship terminal	Concerned regarding references made in the plan change for new cruise facilities on Wynyard Point. The issue of a second terminal is a "now" issue. A cruise terminal is an operational area requiring what would appear to be a larger amount of land than indicated in the plans. A terminal building, gantry gangways, security fencing, customs exclusive zones, large bus area, good ingress/egress for transport, container storage (limited) on the wharf for stores, etc. A second Auckland terminal should have a berth length able to accommodate 330-350m vessels.
Wei-ling Lim	21	21/1		Marine events centre non-marine events	Opposed to entire plan change 3. Submitter is fully supportive of the objective to create a dedicated marine centre to reflect and enhance the maritime heritage of this area but is concerned about the potential for development of an all purpose events centre rather than a marine centre.
Wei-ling Lim	21	21/2		Marine events centre effects on amenity	Seeks the amendment of existing plan provisions and/or inclusion of additional plan provisions to: i) properly and adequately distinguish between marine-related activities and event related activities and to prioritise the former over the latter; ii) properly and adequately recognise existing residential and visitor accommodation activities situated on land adjacent to the Wharf; iii) properly and adequately integrate regional plan provisions with district plan provisions relevant to the protection and enhancement of residential and visitor accommodation amenity values on land adjacent to the wharf.
Wei-ling Lim	21	21/3		Marine events centre operation hours	Seeks the inclusion of rules which would result in non-complying activity status applying to entertainment or social-type events on the Wharf (involving the gathering of people with, or without the supply of liquor to those people) after 11pm on Monday to Thursday (inclusive) of each week and after 12 midnight on Friday and Saturday of each week.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Wei-ling Lim	21	21/4		Marine events centre non-marine events	Seeks the amendment of plan change provisions and/or inclusion of new plan change provision to ensure that any event or social type activities occurring on the Halsey Street Extension Wharf are directly related to organised marine events and to apply non-complying activity status to event or social type activities which are not directly related to that purpose. In particular the submitter seeks the inclusion of rules to ensure that non-complying activity status applies to any form of facility or activity used or carried out as a general social or entertainment centre or venue (as opposed to a venue which may only be used for marine related activities).
Wei-ling Lim	21	21/5		Marine events centre consequential relief	Seeks the removal, amendment or insertion of plan change provisions necessary or desirable to achieve any or all of the objectives listed above (regarding marine events centre).
Wei-ling Lim	21	21/6		Marine events centre consequential relief	Seeks consequential relief in terms of changes to the plan change provisions as may be necessary or desirable to address the concerns described by the submitter and the objectives sought by the submitter. (Concerns relate to noise and disturbance effects from evening events on the wharf, traffic, people leaving the wharf and walking along Halsey St).
Melview Developments Limited	22	22/1		Marine events centre non-marine events	Opposed to entire plan change 3. Submitter is fully supportive of the objective to create a dedicated marine centre to reflect and enhance the maritime heritage of this area but is concerned about the potential for development of an all purpose events centre rather than a marine centre.
Melview Developments Limited	22	22/2		Marine events centre effects on amenity	Seeks the amendment of existing plan provisions and/or inclusion of additional plan provisions to: i) properly and adequately distinguish between marine-related activities and event related activities and to prioritise the former over the latter; ii) properly and adequately recognise existing residential and visitor accommodation activities situated on land adjacent to the Wharf; iii) properly and adequately integrate regional plan provisions with district plan provisions relevant to the protection and enhancement of residential and visitor accommodation amenity values on land adjacent to the wharf.
Melview Developments Limited	22	22/3		Marine events centre operation hours	Seeks the inclusion of rules which would result in non-complying activity status applying to entertainment or social-type events on the Wharf (involving the gathering of people with, or without the supply of liquor to those people) after 11pm on Monday to Thursday (inclusive) of each week and after 12 midnight on Friday and Saturday of each week.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Melview Developments Limited	22	22/4		Marine events centre non-marine events	Seeks the amendment of plan change provisions and/or inclusion of new plan change provision to ensure that any event or social type activities occurring on the Halsey Street Extension Wharf are directly related to organised marine events and to apply non-complying activity status to event or social type activities which are not directly related to that purpose. In particular the submitter seeks the inclusion of rules to ensure that non-complying activity status applies to any form of facility or activity used or carried out as a general social or entertainment centre or venue (as opposed to a venue which may only be used for marine related activities).
Melview Developments Limited	22	22/5		Marine events centre consequential relief	Seeks the removal, amendment or insertion of plan change provisions necessary or desirable to achieve any or all of the objectives listed above (regarding marine events centre).
Melview Developments Limited	22	22/6		Marine events centre consequential relief	Seeks consequential relief in terms of changes to the plan change provisions as may be necessary or desirable to address the concerns described by the submitter and the objectives sought by the submitter. (Concerns relate to noise and disturbance effects from evening events on the wharf, traffic, people leaving the wharf and walking along Halsey St).
Auckland Regional Council	23	23/1	25.4.13(f), Appendix J	Cultural heritage, character	Amend Policy 25.4.13(f) (character features and structures) and Appendix J (Urban Design Criteria) to include a reference to "character elements".
Auckland Regional Council	23	23/2		Integration with Auckland City Council District Plan modifications - comprehensive area structure plans, travel management	Include cross references to the travel management prerequisites in the Wynyard Quarter district plan change, along with the references to Comprehensive Area Structure Plans, to align the matters that must be addressed prior to redevelopment occurring in Wynyard Quarter.
Auckland Regional Council	23	23/3		Car parking on wharves	Amend the car parking provisions of the proposed plan change to ensure the wharves are not used for large-scale car parking. Concern has been raised that the terms used in the plan change are not sufficiently precise and could allow for parking that is ancillary to activities on the adjacent land rather than only those on the wharves.
Auckland Regional Council	23	23/4		Integration with Auckland City Council District Plan modifications	Make consequential amendments to the coastal plan change as appropriate to ensure integration between the coastal plan and district plan changes for Wynyard Quarter as they are amended through the hearing process. Provisions of particular relevance include the view shafts and references to Comprehensive Area Structure Plans, Risk Sensitive Areas/Activities and car parking.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Auckland Regional Council	23	23/5	28.4.17	Marine events centre	Amend Policy 28.4.17 (marine events precinct) to refer to non-marine activities that are not events, along with non-marine events. This would give greater clarity regarding non-marine activities that are not events and would be consistent with Policy 28.4.15.
Auckland Regional Council	23	23/6	28 & 30	Fishing industry, ferry services - North Wharf	Amend the plan change to ensure appropriate policy guidance for the future use of the North Wharf area, particularly for port activities (including those related to the fishing industry and water transport connections). One means of achieving this is for Chapter 30 (Port Management Area 4A) to cross reference to the new policies for North Wharf in Chapter 28 (Port Management 2A).
Auckland Regional Council	23	23/7		Port Management Area boundaries - Schedule 8	Amend Regional Plan: Coastal Schedule 8 "Boundaries of Port Management Areas" to include grid references corresponding to the changes in the boundaries of Port Management Areas 2 and 4A that are shown on Map Series 2 Sheet 1 in the proposed plan change.
Creative Functions Ltd	24	24/1		Support for plan change	Supports the ARC plan change insofar as they recognise and provide for: a) the changing character of the Wynyard Quarter from port-related activities to commercial, entertainment and recreational activities; b) the ongoing public use and enjoyment of the Wynyard Quarter; c) a marine events centre on Halsey Street Extension Wharf; d) improved transport and pedestrian access to the Wynyard Quarter, including the provision for a bridge linking the Viaduct to the Wynyard Quarter.
Creative Functions Ltd	24	24/2		Marine events centre non-marine events	Amend the Plan Change to make it clear that not only water-based activities and activities which have a functional need to be located in the CMA are recognised and provided for, but also that suitable provision be made for general activities (such as functions, concerts etc already referred to in the Plan Change) which derive a benefit from the amenity afforded by proximity to the CMA, in the Marine Events Precinct and the Port Management Area 2A.
Creative Functions Ltd	24	24/3		Marine events - Floating Pavilion	Specific provision to be made for the mooring of, and activities undertaken on, the dumb barge known as the "Floating Pavilion" within a Port Management Area, preferably Port Management Area 2A (but alternatively Port Management Areas 3 or 4A or 2B).

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Creative Functions Ltd	24	24/4	Definitions	Marine event definition - Floating Pavilion	Provide for activities on the Floating Pavilion and for other activities which derive a benefit from being located close to the water as marine events by amending the definition of "Marine Event" as follows: <u>"(a) Water-based cultural, entertainment or recreational event, including boat races, regattas, boat shows or exhibitions, swimming event, triathlons; or</u> (b) - And o Events on wharves or pontoons or barges such as public performances, concerts, festivals, exhibitions, functions and entertainment/hospitality and activities of a similar character; or <u>(c) Other events which derive a benefit from a locality adjacent to or within the CMA".</u>
Creative Functions Ltd	24	24/5	25.5	Marine events - Floating Pavilion, permitted activity	Provide for events and functions undertaken on the Floating Pavilion within Port Management Area 2A as permitted activities by inserting a new rule as follows after clause 25.5.10 and renumber the subsequent clauses accordingly: <u>"Marine Events (and associated offices) within Port Management Area 2A, including the Halsey St Extension Wharf and on/within lawfully established buildings, structures, vessels and facilities subject to compliance with the performance standards specified in Rule 25.5.13".</u>
Creative Functions Ltd	24	24/6	25.5.13(g)	Car parking on wharves	Provide for parking associated with the Floating Pavilion by: (a) Amending clause 25.5.13 (g) as follows: <u>"Parking shall be ancillary to only for vehicles directly associated with port activities and ancillary services the use of existing buildings or facilities; and generally the wharves shall not be used for public car parking".</u>
Creative Functions Ltd	24	24/7	25.5.14(i)	Car parking on wharves	Provide for parking associated with the Floating Pavilion by: Amending Clause 25.5.14 (i) as follows: <u>"Vehicle parking on Halsey St Extension Wharf, Western Viaduct Wharf and North Wharf shall be ancillary to port activities or use of existing buildings or facilities and generally the wharves shall not be used for general public car parking".</u>
Creative Functions Ltd	24	24/8	25.5.14	Marine events centre operation hours	Extend the time limits set out in 25.5.14 to enable hospitality activities to occur until midnight on Sundays to Thursday inclusive.
Creative Functions Ltd	24	24/9	25.5	Marine events - Floating Pavilion, occupation	Provide for occupation of the CMA by the Floating Pavilion as a controlled activity by inserting a new clause after clause 25.5.17 and renumber accordingly: <u>"The mooring of the dumb barge registered as "Messenge" within Port Management Area 2A. Note as a Controlled Activity the barge would be required to comply with the standards and terms of clause 25.5.18 and be subject to the Matters for Control in clause 25.5.19".</u>
Creative Functions Ltd	24	24/10	28.1.3	Marine events centre private events	Amend paragraph 1 of clause 28.1.3 to include the words <i>"including private function venues"</i> after the words "used for a range of port or temporary activities".

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Creative Functions Ltd	24	24/11	28.1.3, 28.2.11	Marine events centre	Make amendments wherever necessary to replace references to "water-based" activities or events with a reference to the defined term "marine event". For example: (a) Amend paragraph 5 of clause 28.1.3 by: (i) Substituting the words "water-based events such as" with " <u>marine events, including</u> ", and (ii) Including the words " <u>or other events which derive a benefit from a location adjacent to or within the CMA</u> " after "Auckland Boat Show"; (b) Amend clause 28.2.11 to substitute the words "water based events" with " <u>marine events</u> ".
Creative Functions Ltd	24	24/12	28	Marine events centre	Provide for a wider range of activities, provided they do not prevent the use of the Marine Events Precinct for events such as the America's Cup.
Creative Functions Ltd	24	24/13	28.4.15	Marine events - private events	Amend Policy 28.4.15 (marine events precinct) as follows: (i) Include the words "and private" after "public"; and (ii) Deleting the words "Priority shall be given.....shall be avoided".
Creative Functions Ltd	24	24/14	28.4.17	Marine events centre	Amend Policy 28.4.17 by: (i) Deleting the words "shall be subsidiary to marine events and" and "be of a scale and frequency that would adversely affect the ongoing" and "prevent its use"; and (ii) Inserting the words " <u>prevent the</u> " after the words "shall not".
Creative Functions Ltd	24	24/15	28.4.19	Marine events centre	Amend Policy 28.4.19 by deleting the word "primarily".
Creative Functions Ltd	24	24/16	28.4.21	Car parking on wharves	Amend Policy 28.4.21 as follows: "Vehicle parking on Halsey Street Extension Wharf and the Western Viaduct Wharf shall be provided in a manner that does not affect its functioning as a marine events precinct and <u>generally</u> the wharves shall not be used for general public car parking".
Creative Functions Ltd	24	24/17		Marine events centre consequential relief	Seeks the removal, amendment or insertion of plan change provisions necessary or desirable to achieve any or all of the objectives listed above (regarding marine events centre).
Sealink Travel Group NZ Ltd	25	25/1		Oppose whole plan change	Oppose entire plan change.
Sealink Travel Group NZ Ltd	25	25/2	Definitions	Marine event, public space, temporary events	Conditional opposition to the new definitions for marine event, public space, temporary events. The new definitions should be either deleted or modified to recognise passenger, freight and vehicular ferry operations/services.
Sealink Travel Group NZ Ltd	25	25/3	25.1.1, Map Series 2	Port Management Area boundaries - North Wharf, Wynyard Wharf	Oppose 25.1.1 (Introduction) and Map Series 2 - The northern side of Jellicoe Street (North Wharf) and Wynyard Wharf should be identified as a Port Management Area and shown on Plan Map Series 2. The western edge of Wynyard Quarter is not considered adequate to cater for existing and future passenger, vehicle and freight ferry operations/services.

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Sealink Travel Group NZ Ltd	25	25/4	25.1.1	Ferry services	Oppose 25.1.1 (Introduction - Port Management Areas description). Add the following new sentence to the end of the new paragraph beginning "There has been progressive change...": <u>"There is a need to maintain working port activities, including passenger, freight and vehicular ferry services in the Wynyard Quarter in close proximity to the CBD"</u> .
Sealink Travel Group NZ Ltd	25	25/5	25.1.2	Ferry services	Support 25.1.2 (Introduction - Other Port Facilities) with addition. Amend the second paragraph as follows: "Specific provision is made in Chapter 25A of this Plan for Birkenhead, Northcote, Victoria and Orakei Wharves and the Half Moon Bay <u>Jellicoe Street Wharf Vehicular Landing</u> " (with corresponding amendment to chapter 25A). It is necessary to make specific continued provision for passenger, vehicular, and freight services in the Wynyard Quarter at a suitable location.
Sealink Travel Group NZ Ltd	25	25/6	25.2.4	Ferry services	Support Issue 25.2.4 with addition. Add the following new paragraph: <u>"This plan recognises that unlike many activities in the Wynyard Quarter for example residential, commercial and public open space, ferry facilities for passengers, vehicles and freight are functionally and locationally dependent on a wharf maritime location. Therefore in planning for activities priority needs to be given to ferry berthing facilities that are used by the public and cannot locate in inland areas or parts of the Central Area that are remote from the CBD"</u> . It is important that activities that are functionally dependent on specific natural and physical resources e.g. ferry activities are given priority over other activities that are not locationally dependant.
Sealink Travel Group NZ Ltd	25	25/7	25.3.3	Ferry services	Oppose Objective 25.3.3. Delete the addition of <i>"...non-port related activities including public access, entertainment, commercial and"</i> . If the objective is adopted it will lead to the displacement of legitimate maritime activities that are dependent on a maritime location. Other activities should only be provided for once the needs of locationally dependant activities have been provided for.
Sealink Travel Group NZ Ltd	25	25/8	25.4.5, Appendix J	Urban design criteria - buildings on wharves	Oppose the general application of the reference to "Urban Design Criteria in Appendix J" in Policy 25.4.5. Policy 25.4.5 and Appendix J are inappropriate to apply to all maritime activities and need to be revised to cater for passenger, vehicular and freight ferry operations.
Sealink Travel Group NZ Ltd	25	25/9	25.4.14	Ferry services	Support Policy 25.4.14. Seek that the policy be adopted as proposed. Important that point (e) is adopted because such creative initiatives should not compromise port activities unnecessarily.
Sealink Travel Group NZ Ltd	25	25/10	25.5.9	Ferry services	Support Rule 25.5.9 (permitted activities on Wynyard Wharf) with addition. Add a new item "g. <u>Ferry facilities/operations to cater for passengers, vehicles and freight to the Gulf Islands"</u> .

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Sealink Travel Group NZ Ltd	25	25/11	25.5.12	Marine events - temporary events	Oppose Rule 25.5.12 (permitted activities - temporary events on Wynyard Wharf). Temporary events should be made a limited discretionary or discretionary activity, rather than a Permitted Activity, to ensure that those events are compatible with other activities. The activity status could potentially be a function of the size of the event and its likely effects.
Sealink Travel Group NZ Ltd	25	25/12	25.5.13(d)	Height limits	Conditional support for Rule 25.5.13.d (permitted activity - height limits). Support to the extent that passenger, vehicular and freight terminals can be provided within the height limits proposed.
Sealink Travel Group NZ Ltd	25	25/13	25.5.14	Marine events - temporary events	Conditional support for Rule 25.5.14 (permitted activities - temporary events conditions). Review and revise the proposed conditions to ensure that Temporary Events are compatible with ferry terminal operations.
Sealink Travel Group NZ Ltd	25	25/14		Ferry services - temporary events	Conditional support for the Restricted Discretionary Activities. Review and revise the rules to ensure that Temporary Events are compatible with ferry terminal operations.
Sealink Travel Group NZ Ltd	25	25/15	25.7.1	Ferry services	Support 25.7.1(Principal Reasons for Adopting). Adopt the proposed change as it recognises that public transport services is an activity taking place in Port Management Areas.
Sealink Travel Group NZ Ltd	25	25/16	25.7.9	Ferry services	Support 25.7.9 (Principal Reasons for Adopting - PMA 2A) with addition. Amend as follows: "The functions of Port Management Area 2A are ...the continuation of port activities including passenger, vehicle and freight ferry services/operations."
Sealink Travel Group NZ Ltd	25	25/17	25.7.10	Ferry services	Oppose 25.7.10 (Principal Reasons for Adopting - PMA 4A). The construction of ferry terminal facilities on Wynyard Wharf should be provided for. Wynyard Wharf is a suitable location for ferry services and this reason needs to reflect that.
Sealink Travel Group NZ Ltd	25	25/18	25.8.4	Ferry services	Conditional support for 25.8.4 (Anticipated Environmental Results - Viaduct Harbour). Amend as follows: "...Viaduct Harbour that is ... and a viable marine events and marine servicing centre marine events servicing and transport centre."
Sealink Travel Group NZ Ltd	25	25/19	25.8.6	Ferry services	Support 25.8.6 (Anticipated Environmental Results - Wynyard Quarter) with addition. Add a new sentence after "...wharf" or provide a new environmental result (25.8.7): "Maritime transportation services for passengers, vehicles and freight is maintained and enhanced."
Sealink Travel Group NZ Ltd	25	25/20	28.1	Ferry services	Conditional support for 28.1 (Introduction - Port Management Area 2A). Revise proposed new wording to properly account for passenger, vehicle and freight maritime transport operations. Maritime transport is essential for those on the Gulf Islands and these activities should not be prevented from taking place in this Port Management Area.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Sealink Travel Group NZ Ltd	25	25/21	28.1.4	Ferry services	Conditional opposition to 28.1.4 (Introduction - Port Management Area 2B). Revise the proposed wordings so that it specifically recognises the need for maritime transport linkages. Maritime transport is essential for those on the Gulf Islands and these activities should not be prevented from taking place in this Port Management Area.
Sealink Travel Group NZ Ltd	25	25/22	28.2	Ferry services	Conditional opposition to 28.2 (Issues). The issues need to be substantially revised to properly account for the importance of passenger, vehicle and freight maritime transportation and reverse sensitivity effects of marine activities and other activities.
Sealink Travel Group NZ Ltd	25	25/23	28.3	Ferry services	Conditional support for 28.3 (Objectives) with addition. Amend proposed objectives or provide a new objective: <u>"To maintain and enhance public passenger, vehicle and freight linkages between the Wynyard Quarter and the Gulf Islands at a location that is in close proximity to the CBD."</u>
Sealink Travel Group NZ Ltd	25	25/24	28.4.22	Ferry services	Support 28.4 (Policy - North Wharf) with addition. Add the following to Policy 24.4.22: <u>"...use by the fishing industry and the public passenger, vehicle and freight ferry transport services/operations."</u>
Sealink Travel Group NZ Ltd	25	25/25	28.4.24	Ferry services	Support 28.4.24 (Policy - North Wharf) with addition. Add new (b) and making existing (b) into (c): <u>"(b) the passenger, vehicle and freight ferry service activity can continue to operate on the wharf."</u> Replace current (b) with: <u>"Public access along the Wharf is maintained or enhanced providing it does not conflict with ferry terminal activities"</u> to become (c).
Sealink Travel Group NZ Ltd	25	25/26	28.7.1	Ferry services	Conditional opposition to 28.7.1 (Principal Reasons for Adopting). Reinstate the word <u>"port activities"</u> and include reference to maritime transport.
Sealink Travel Group NZ Ltd	25	25/27	28.7.2	Ferry services	Support 28.7.2 (Principal Reasons for Adopting) with addition. In 28.7.2 after <u>"...important linkage between the city and the water"</u> add new sentence: <u>"maritime public transportation of passengers, vehicles and freight is an essential service that connects people of the city to the sea and to the Hauraki Gulf Islands."</u>
Sealink Travel Group NZ Ltd	25	25/28	28.8.1	Ferry services	Support 28.8.1 (Anticipated Environmental Results) with addition. After <u>"...passenger transport"</u> add: <u>"and vehicle and freight ferry services to the Gulf Islands"</u> .
Sealink Travel Group NZ Ltd	25	25/29	30.1.1	Ferry services	Support 30.1.1 (Introduction - Port Management Area 4A) with addition. After <u>"...charter boats"</u> add: <u>"and ferry services catering for passengers, vehicles and freight"</u> . A passenger/vehicle /freight/ferry terminal facility is compatible with recreational, entertainment, residential and commercial activities providing appropriate planning is undertaken. A ferry terminal could be constructed on Wynyard Wharf in a manner that would not adversely compromise views and amenity for the public and any future residents.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Sealink Travel Group NZ Ltd	25	25/30	30.1.1	Ferry services	Support 30.1.1 (Introduction - Port Management Area 4A) with addition. Add the following new paragraph to this section: <u>"It is essential that a viable and continuous passenger, vehicle and freight ferry service is maintained to the Hauraki Gulf Islands. Therefore the timing and sequencing of redevelopment and any Comprehensive Area Structure Plans must provide certainty (short, medium and long-term) about the location of ferry terminal facilities"</u> . Due to the costs of establishing ferry terminal infrastructure in order to provide these services efficiently terminal provision needs to be given a high priority in future planning for Port Management Area 4A.
Sealink Travel Group NZ Ltd	25	25/31	30.2.5	Ferry services	Support Issue 30.2.5 (Wynyard Wharf) with the addition. Add new sentence after <u>"...on the wharf"</u> . <u>"In particular, provision needs to be made for the continued passenger, freight and vehicular ferry service to the Gulf Islands either in the current location on Jellicoe St (North Wharf) or on the southern end of Wynyard Wharf"</u> . With some improvements to existing ferry terminal facilities these can be compatible with activities planned for this area. Alternatively a suitable location for the Gulf Islands service could be on the southern end of Wynyard Wharf.
Sealink Travel Group NZ Ltd	25	25/32	30.3.2	Ferry services	Support Objective 30.3.2 with addition. Amend as follows: <u>"...port activities including passenger, freight and vehicular ferry facilities in Port Management Areas 4A, 4B and 4C"</u> .
Sealink Travel Group NZ Ltd	25	25/33	30.4.10(g)	Ferry services	Support Policy 30.4.10(g). Retain provision in its entirety as it acknowledges water transport connections are an existing feature of the area and should not be compromised.
Sealink Travel Group NZ Ltd	25	25/34	30.4.13	Ferry services	Support Policy 30.4.13 with addition. Amend as follows: <u>"Wynyard Wharf shall be recognised as a future area of port, fishing industry, passenger, vehicle and freight ferry facilities, commercial and entertainment activities ..."</u> .
Sealink Travel Group NZ Ltd	25	25/35	30.4.14(i)	Ferry services	Support Policy 30.4.14(i) with the addition. Amend as follows: <u>"Use and development of Wynyard Wharf shall: ... i. Ensure there is sufficient space to accommodate water transport connections, including passenger, vehicle and freight ferry operations and services"</u> .
Sealink Travel Group NZ Ltd	25	25/36	30.4.14(j)	Car parking on wharves	Oppose Policy 30.4.14(j) (limits on parking on Wynyard Wharf). Seeks that the provision be deleted. Parking provision and public transport are not mutually exclusive and properly designed provision for cars and vehicular movement does not need to detract from the amenity of the area and other road users.
Sealink Travel Group NZ Ltd	25	25/37	30.4.15	Ferry services	Support Policy 30.4.15 with addition. Amend as follows: <u>"Development in the open water space between Wynyard Wharf and Brigham Street is generally appropriate where it provides vehicle or pedestrian accessways from the land to the wharf, passenger, vehicle and freight ferry facilities, or along the edge of the Wharf"</u> .

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Sealink Travel Group NZ Ltd	25	25/38	30.4.16(c)	Ferry services	Support Policy 30.4.16(c). Retain proposed provision in its entirety as it recognises the functional dependence of certain activities on the coastal marine area.
Sealink Travel Group NZ Ltd	25	25/39	30.7.3	Ferry services	Support 30.7.3 (Principal Reasons for Adopting - PMA 4A). Amend as follows: "...while providing for the operation of port activities along the wharf <u>including passenger, vehicle and freight ferry operations and services</u> ".
Sealink Travel Group NZ Ltd	25	25/40	30.8	Ferry services	Seeks a new provision (Anticipated Environmental Results): " <u>30.8.6 Public Passenger, Vehicle and Freight Ferry Services are Maintained and Enhanced on North Wharf and Wynyard Wharf</u> ". Provision for ferry services on North Wharf or Wynyard Wharf is necessary to integrate these public passenger facilities to the CBD through the proposed "Waterfront access" over Te Wero Island and the proposed Te Wero Bridge.
Sealink Travel Group NZ Ltd	25	25/41	Appendix J - Urban Design Criteria	Ferry services - building design	Conditional support for Appendix J section 'building design'. Retain the building design criteria in general terms with some revisions. The general maritime thematic intent of the building design guidelines is supported but not if they could be used against ferry terminal facilities.
Sealink Travel Group NZ Ltd	25	25/42	Appendix J - Urban Design Criteria	Ferry services - accessways and vehicle access	Conditional support for Appendix J section 'Accessways and vehicle access'. Provisions are generally supported on the basis that an appropriate amount of vehicular access is provided. Provision 15 in particular is supported as it recognises the need for built form and open space to support access to water based transport.
Sealink Travel Group NZ Ltd	25	25/43	Appendix J - Urban Design Criteria	Ferry services - amenity, vitality, public safety	Conditional support for Appendix J section 'Site amenity and interface with surroundings'. The provisions are generally supported but may need to be reviews to ensure that they are not adverse to new ferry terminal facilities for passengers, vehicles and freight. Submitter agrees with design criteria aimed at maintaining pedestrian vitality and public safety.
Sealink Travel Group NZ Ltd	25	25/44		Ferry services	Seeks that the plan change be revised to provide for the integrated management of the natural and physical resources of the region, and passenger, vehicular and freight ferry services/operations in the Wynyard Quarter in particular, and such further or other relief as is considered appropriate to give effect to the relief sought in Sealink's submission.
Lighter Quay Residence Society Incorporated BC3000	26	26/1		Marine events centre non-marine events	Submitter is fully supportive of the objective to create a dedicated marine centre to reflect and enhance the maritime heritage of this area but is concerned about the potential for development of an all purpose events centre rather than a marine centre.

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Lighter Quay Residence Society Incorporated BC3000	26	26/2		Marine events centre effects on amenity	Seeks the amendment of existing plan provisions and/or inclusion of additional plan provisions to: i) properly and adequately distinguish between marine-related activities and event related activities and to prioritise the former over the latter; ii) properly and adequately recognise existing residential and visitor accommodation activities situated on land adjacent to the Wharf; iii) properly and adequately integrate regional plan provisions with district plan provisions relevant to the protection and enhancement of residential and visitor accommodation amenity values on land adjacent to the wharf.
Lighter Quay Residence Society Incorporated BC3000	26	26/3		Marine events centre operation hours	Seeks the inclusion of rules which would result in non-complying activity status applying to entertainment or social-type events on the Wharf (involving the gathering of people with, or without the supply of liquor to those people) after 11pm on Monday to Thursday (inclusive) of each week and after 12 midnight on Friday and Saturday of each week.
Lighter Quay Residence Society Incorporated BC3000	26	26/4		Marine events centre non-marine events	Seeks the amendment of plan change provisions and/or inclusion of new plan change provision to ensure that any event or social type activities occurring on the Halsey Street Extension Wharf are directly related to organised marine events and to apply non-complying activity status to event or social type activities which are not directly related to that purpose. In particular the submitter seeks the inclusion of rules to ensure that non-complying activity status applies to any form of facility or activity used or carried out as a general social or entertainment centre or venue (as opposed to a venue which may only be used for marine related activities).
Lighter Quay Residence Society Incorporated BC3000	26	26/5		Marine events centre consequential relief	Seeks the removal, amendment or insertion of plan change provisions necessary or desirable to achieve any or all of the objectives listed above (regarding marine events centre).
Lighter Quay Residence Society Incorporated BC3000	26	26/6		Marine events centre consequential relief	Seeks consequential relief in terms of changes to the plan change provisions as may be necessary or desirable to address the concerns described by the submitter and the objectives sought by the submitter. (Concerns relate to noise and disturbance effects from evening events on the wharf, traffic, people leaving the wharf and walking along Halsey St).
Halsey at Lighter Quay BC358939	27	27/1		Marine events centre non-marine events	Submitter is fully supportive of the objective to create a dedicated marine centre to reflect and enhance the maritime heritage of this area but is concerned about the potential for development of an all purpose events centre rather than a marine centre.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Halsey at Lighter Quay BC358939	27	27/2		Marine events centre effects on amenity	Seeks the amendment of existing plan provisions and/or inclusion of additional plan provisions to: i) properly and adequately distinguish between marine-related activities and event related activities and to prioritise the former over the latter; ii) properly and adequately recognise existing residential and visitor accommodation activities situated on land adjacent to the Wharf; iii) properly and adequately integrate regional plan provisions with district plan provisions relevant to the protection and enhancement of residential and visitor accommodation amenity values on land adjacent to the wharf.
Halsey at Lighter Quay BC358939	27	27/3		Marine events centre operation hours	Seeks the inclusion of rules which would result in non-complying activity status applying to entertainment or social-type events on the Wharf (involving the gathering of people with, or without the supply of liquor to those people) after 11pm on Monday to Thursday (inclusive) of each week and after 12 midnight on Friday and Saturday of each week.
Halsey at Lighter Quay BC358939	27	27/4		Marine events centre non-marine events	Seeks the amendment of plan change provisions and/or inclusion of new plan change provision to ensure that any event or social type activities occurring on the Halsey Street Extension Wharf are directly related to organised marine events and to apply non-complying activity status to event or social type activities which are not directly related to that purpose. In particular the submitter seeks the inclusion of rules to ensure that non-complying activity status applies to any form of facility or activity used or carried out as a general social or entertainment centre or venue (as opposed to a venue which may only be used for marine related activities).
Halsey at Lighter Quay BC358939	27	27/5		Marine events centre consequential relief	Seeks the removal, amendment or insertion of plan change provisions necessary or desirable to achieve any or all of the objectives listed above (regarding marine events centre).
Halsey at Lighter Quay BC358939	27	27/6		Marine events centre consequential relief	Seeks consequential relief in terms of changes to the plan change provisions as may be necessary or desirable to address the concerns described by the submitter and the objectives sought by the submitter. (Concerns relate to noise and disturbance effects from evening events on the wharf, traffic, people leaving the wharf and walking along Halsey St).
North at Lighter Quay BC326496	28	28/1		Marine events centre non-marine events	Submitter is fully supportive of the objective to create a dedicated marine centre to reflect and enhance the maritime heritage of this area but is concerned about the potential for development of an all purpose events centre rather than a marine centre.

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North at Lighter Quay BC326496	28	28/2		Marine events centre effects on amenity	Seeks the amendment of existing plan provisions and/or inclusion of additional plan provisions to: i) properly and adequately distinguish between marine-related activities and event related activities and to prioritise the former over the latter; ii) properly and adequately recognise existing residential and visitor accommodation activities situated on land adjacent to the Wharf; iii) properly and adequately integrate regional plan provisions with district plan provisions relevant to the protection and enhancement of residential and visitor accommodation amenity values on land adjacent to the wharf.
North at Lighter Quay BC326496	28	28/3		Marine events centre operation hours	Seeks the inclusion of rules which would result in non-complying activity status applying to entertainment or social-type events on the Wharf (involving the gathering of people with, or without the supply of liquor to those people) after 11pm on Monday to Thursday (inclusive) of each week and after 12 midnight on Friday and Saturday of each week.
North at Lighter Quay BC326496	28	28/4		Marine events centre non-marine events	Seeks the amendment of plan change provisions and/or inclusion of new plan change provision to ensure that any event or social type activities occurring on the Halsey Street Extension Wharf are directly related to organised marine events and to apply non-complying activity status to event or social type activities which are not directly related to that purpose. In particular the submitter seeks the inclusion of rules to ensure that non-complying activity status applies to any form of facility or activity used or carried out as a general social or entertainment centre or venue (as opposed to a venue which may only be used for marine related activities).
North at Lighter Quay BC326496	28	28/5		Marine events centre consequential relief	Seeks the removal, amendment or insertion of plan change provisions necessary or desirable to achieve any or all of the objectives listed above (regarding marine events centre).
North at Lighter Quay BC326496	28	28/6		Marine events centre consequential relief	Seeks consequential relief in terms of changes to the plan change provisions as may be necessary or desirable to address the concerns described by the submitter and the objectives sought by the submitter. (Concerns relate to noise and disturbance effects from evening events on the wharf, traffic, people leaving the wharf and walking along Halsey St).
Stratis at Lighter Quay BC343562	29	29/1		Marine events centre non-marine events	Submitter is fully supportive of the objective to create a dedicated marine centre to reflect and enhance the maritime heritage of this area but is concerned about the potential for development of an all purpose events centre rather than a marine centre.

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Stratis at Lighter Quay BC343562	29	29/2		Marine events centre effects on amenity	Seeks the amendment of existing plan provisions and/or inclusion of additional plan provisions to: i) properly and adequately distinguish between marine-related activities and event related activities and to prioritise the former over the latter; ii) properly and adequately recognise existing residential and visitor accommodation activities situated on land adjacent to the Wharf; iii) properly and adequately integrate regional plan provisions with district plan provisions relevant to the protection and enhancement of residential and visitor accommodation amenity values on land adjacent to the wharf.
Stratis at Lighter Quay BC343562	29	29/3		Marine events centre operation hours	Seeks the inclusion of rules which would result in non-complying activity status applying to entertainment or social-type events on the Wharf (involving the gathering of people with, or without the supply of liquor to those people) after 11pm on Monday to Thursday (inclusive) of each week and after 12 midnight on Friday and Saturday of each week.
Stratis at Lighter Quay BC343562	29	29/4		Marine events centre non-marine events	Seeks the amendment of plan change provisions and/or inclusion of new plan change provision to ensure that any event or social type activities occurring on the Halsey Street Extension Wharf are directly related to organised marine events and to apply non-complying activity status to event or social type activities which are not directly related to that purpose. In particular the submitter seeks the inclusion of rules to ensure that non-complying activity status applies to any form of facility or activity used or carried out as a general social or entertainment centre or venue (as opposed to a venue which may only be used for marine related activities).
Stratis at Lighter Quay BC343562	29	29/5		Marine events centre consequential relief	Seeks the removal, amendment or insertion of plan change provisions necessary or desirable to achieve any or all of the objectives listed above (regarding marine events centre).
Stratis at Lighter Quay BC343562	29	29/6		Marine events centre consequential relief	Seeks consequential relief in terms of changes to the plan change provisions as may be necessary or desirable to address the concerns described by the submitter and the objectives sought by the submitter. (Concerns relate to noise and disturbance effects from evening events on the wharf, traffic, people leaving the wharf and walking along Halsey St).
Melview Hotel Management BC368911	30	30/1		Marine events centre non-marine events	Submitter is fully supportive of the objective to create a dedicated marine centre to reflect and enhance the maritime heritage of this area but is concerned about the potential for development of an all purpose events centre rather than a marine centre.

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Melview Hotel Management BC368911	30	30/2		Marine events centre effects on amenity	Seeks the amendment of existing plan provisions and/or inclusion of additional plan provisions to: i) properly and adequately distinguish between marine-related activities and event related activities and to prioritise the former over the latter; ii) properly and adequately recognise existing residential and visitor accommodation activities situated on land adjacent to the Wharf; iii) properly and adequately integrate regional plan provisions with district plan provisions relevant to the protection and enhancement of residential and visitor accommodation amenity values on land adjacent to the wharf.
Melview Hotel Management BC368911	30	30/3		Marine events centre operation hours	Seeks the inclusion of rules which would result in non-complying activity status applying to entertainment or social-type events on the Wharf (involving the gathering of people with, or without the supply of liquor to those people) after 11pm on Monday to Thursday (inclusive) of each week and after 12 midnight on Friday and Saturday of each week.
Melview Hotel Management BC368911	30	30/4		Marine events centre non-marine events	Seeks the amendment of plan change provisions and/or inclusion of new plan change provision to ensure that any event or social type activities occurring on the Halsey Street Extension Wharf are directly related to organised marine events and to apply non-complying activity status to event or social type activities which are not directly related to that purpose. In particular the submitter seeks the inclusion of rules to ensure that non-complying activity status applies to any form of facility or activity used or carried out as a general social or entertainment centre or venue (as opposed to a venue which may only be used for marine related activities).
Melview Hotel Management BC368911	30	30/5		Marine events centre consequential relief	Seeks the removal, amendment or insertion of plan change provisions necessary or desirable to achieve any or all of the objectives listed above (regarding marine events centre).
Melview Hotel Management BC368911	30	30/6		Marine events centre consequential relief	Seeks consequential relief in terms of changes to the plan change provisions as may be necessary or desirable to address the concerns described by the submitter and the objectives sought by the submitter. (Concerns relate to noise and disturbance effects from evening events on the wharf, traffic, people leaving the wharf and walking along Halsey St).
Rohm and Haas Australia Pty Ltd	31	31/1		Support for plan change	Conditionally supports the plan change provided the operations of the bulk liquids facilities at Wynyard Wharf are not compromised in any way. Business relies on the continued and uninterrupted supply of product from the bulk liquids facilities.
Rohm and Haas Australia Pty Ltd	31	31/2		Bulk liquids - continued operation	Provide for better protection of existing bulk liquids facilities to enable uninterrupted supply.
Rohm and Haas Australia Pty Ltd	31	31/3		Bulk liquids - relocation	Provide for efficient and cost effective relocation of bulk liquids facilities from Wynyard Wharf prior to any redevelopment occurring.

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Rohm and Haas Australia Pty Ltd	31	31/4		Bulk liquids - relocation	Seeks that the plan change is not implemented and no redevelopment occurs until there is a commercially viable and unconditional alternative site available for the bulk liquid industry.
Auckland City Council	32	32/1	30.4.10	Bulk liquids - reverse sensitivity	Support for the overall direction of Plan Change 3 but refinements can be made to Policy 30.4.10 which addresses the issue of potential adverse effects (including reverse sensitivity effects) on existing bulk liquid storage and hazardous substances activities which could arise from the development of new activities in proximity to these existing activities. The policy effectively requires any effect, however small, to be considered inappropriate. This does not appropriately allow for acceptable or reasonable adverse effects (including reverse sensitivity effects) to be consented where the particular proposal will meet the purpose of the Act.
Auckland City Council	32	32/2	30.4.10	Bulk liquids - reverse sensitivity	Seeks that Policy 30.4.10 be amended as follows: "Activities in Port Management Area 4A other than those involving the transfer of bulk liquids and hazardous substances, shall be considered appropriate where it can be demonstrated that: (a) the proposed activity will avoid adverse effects on <u>not unduly compromise</u> the efficient operation of any existing activities relating to the transfer of bulk liquids or hazardous substances; and (d) the activity is designed and located to avoid creating <u>unreasonable</u> reverse sensitivity issues for any bulk liquid or hazardous operations that remain nearby on land or within Port Management Area 4A."
Auckland City Council	32	32/3	30.4.10	Bulk liquids - reverse sensitivity	Submitter seeks any other relevant amendments (including additions/deletions to/from any other relevant provisions) to enable this relief to be granted (relating to allowing acceptable or reasonable adverse effects on bulk liquids and hazardous substances operations).
Auckland City Council	32	32/4		Integration with Auckland City Council District Plan modifications	Supports Plan Change 3, but considers that refinements can be made to adopted methods to provide for better integration with Auckland City Council Proposed Plan modification No 4 and Proposed Variation No 33 which apply to the adjacent land named Wynyard Quarter.
Auckland City Council	32	32/5		Integration with Auckland City Council District Plan modifications - Comprehensive Area Structure Plans, travel management	Methods in Plan Change 3 should be amended to reflect the same approach adopted in Auckland City Council District Plan Modification 4 regarding Comprehensive Area Structure Plans and travel management prerequisites. Plan Modification 4 deliberately separates buildings and activities, requiring comprehensive area structure plans to be approved prior to <i>building</i> uplift and travel management prerequisites to be satisfied prior to the introduction of traffic generating <i>activities</i> (i.e. offices and entertainment).

Summary of Decisions Requested - **in Submitter Order** - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Auckland City Council	32	32/6	25.5.9	Integration with Auckland City Council District Plan modifications - travel management	Amend Rule 25.5.9 (permitted activities, Wynyard Wharf) to ensure that listed activities a) - d) are permitted only once the travel management prerequisites are satisfied as set out in Auckland City Council District Plan Modification 4, rule 14.9.11.
Auckland City Council	32	32/7	25.5.29 & 25.5.30	Integration with Auckland City Council District Plan modifications - Comprehensive Area Structure Plans	Amend Rules 25.5.9 and 25.5.30 to ensure that buildings are enabled only once a Comprehensive Area Structure Plan is approved on the adjacent land as set out in Auckland City Council District Plan Modification 4, rules 14.9.12.3 and 14.9.12.4.
Auckland City Council	32	32/8		Integration with Auckland City Council District Plan modifications - Comprehensive Area Structure Plans, travel management, office floor space, car parking	Proposed Plan Change 3 in its current form does not limit the amount of office floor space or car parking able to be established within the identified building platforms (office floor area) or on the wharfs (car parking). Limitations should be placed on office activity and car parking which complements the approach taken in District Plan Modification 4.
Auckland City Council	32	32/9	25.5.13(i)	Office floor space, Wynyard Wharf	Amend clause 25.5.13 (i) to incorporate a maximum total office floor area limitation on Wynyard Wharf to provide consistency with Plan Modification 4 and the supporting traffic modelling forming part of the section 32 analysis.
Auckland City Council	32	32/10	25.5.14(i)	Car parking on wharves	Amend clause 25.5.14(i) to clarify that parking shall only be ancillary to port activities and activities within buildings undertaken and located on Wynyard Wharf.
Auckland City Council	32	32/11	25.5.14(i)	Car parking on wharves	Amend clause 25.5.14(i) to require maximum car parking ratios consistent with those set out in Auckland City Council District Plan, Plan Modification 4, rule 14.9.12.1.
Auckland City Council	32	32/12		Integration with Auckland City Council District Plan modifications - office floor space, car parking	Submitter seeks such additional, alternative or consequential amendments (including explanatory text) as are appropriate (relating to Comprehensive Area Structure Plans, travel management prerequisites, office floor area, car parking).

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Viaduct Harbour Holdings Ltd & Viaduct Harbour Management	33	33/1		Open space	Supports a design led approach to redevelopment of Wynyard Quarter, including establishment of the proposed public open space framework.
Viaduct Harbour Holdings Ltd & Viaduct Harbour Management	33	33/2		Marine industry	Supports the establishment of a centre of excellence for marine related activities in Area 3 of Wynyard Quarter and along the eastern frontage of Beaumont St (north of Gaunt St) [adjacent to Port Management Area 2B].
Viaduct Harbour Holdings Ltd & Viaduct Harbour Management	33	33/3		Fishing industry - Jellicoe St	Supports the retention and sustained growth of the fishing industry and fishing retail activities hub in Area 5 of Wynyard Quarter [along Jellicoe Street].
Viaduct Harbour Holdings Ltd & Viaduct Harbour Management	33	33/4		Bridge	Oppose plan change because it will give rise to adverse environmental effects (e.g. the Te Wero link will give rise to adverse effects on the environment, i.e. by virtue of the proposed bridge and reconnection of Jellicoe St with the waterfront (east west) axis along Quay St alignment which are more than minor and cannot be satisfactorily avoided, remedied or mitigated.)
Viaduct Harbour Holdings Ltd & Viaduct Harbour Management	33	33/5		Oppose whole plan change - public law principles	Opposes the plan change because it will not comply with relevant public law principles, including council having regard to irrelevant considerations and having a conflict of interest as landowner via ARH.
Viaduct Harbour Holdings Ltd & Viaduct Harbour Management	33	33/6		Oppose whole plan change	Opposes the Proposed Plan Modifications in their entirety and seeks that the Proposed Plan Modifications be withdrawn in their entirety.
Viaduct Harbour Holdings Ltd & Viaduct Harbour Management	33	33/7	25.5	Access to existing berths	Include a specific rule in section 25.5 expressly providing for vehicular and pedestrian access to existing berths in the Eastern Viaduct and Te Wero Island for servicing vessels as a permitted activity.
Viaduct Harbour Holdings Ltd & Viaduct Harbour Management	33	33/8	25.5	Bridge	Include a specific rule in section 25.5 providing for establishment of the Te Wero link as a discretionary activity.
Viaduct Harbour Holdings Ltd & Viaduct Harbour Management	33	33/9	28.4.11	Bridge	Seeks that Policy 28.4.11 regarding the Te Wero link be deleted.
Viaduct Harbour Holdings Ltd & Viaduct Harbour Management	33	33/10	28.4.11	Bridge	Seeks that specific standards, terms and conditions be specified in the new discretionary activity rule regarding the Te Wero link to guide Council in the exercise of discretion when deciding resource consent applications, including without limitation: (i) The matters currently listed in Policy 28.4.11.
Viaduct Harbour Holdings Ltd & Viaduct Harbour Management	33	33/11	25.5.13(i)	Wynyard Wharf - offices	Seeks that Rule 25.5.13(i) providing for offices on Wynyard Wharf as a permitted activity be deleted.

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Viaduct Harbour Holdings Ltd & Viaduct Harbour Management	33	33/12		Wynyard Wharf - offices	Seeks that all provision for offices on Wynyard Wharf (whether as permitted, controlled, restricted discretionary, discretionary, or non-complying activities) be deleted.
Viaduct Harbour Holdings Ltd & Viaduct Harbour Management	33	33/13	25.4.13, 28.3.7, 28.4.12 & 28.7.5	Cultural heritage - existing bridge	Seeks that clauses 25.4.13, 28.3.7, 28.4.12 and 28.7.5 of the plan change which provide protection for the heritage values of the existing bascule bridge be retained.
Viaduct Harbour Holdings Ltd & Viaduct Harbour Management	33	33/14		Integration with Auckland City Council District Plan modifications	Seeks such further, consequential or alternative relief as may be required to ensure that the plan changes are consistent with: Auckland City District Plan - Central Area Section 2004 - Plan Change 4 and Auckland City District Plan - Central Area Section 1997 - Variation 33; As amended by any submissions or further submissions made by VHHL.
Viaduct Harbour Holdings Ltd & Viaduct Harbour Management	33	33/15		Waterspace control, berthage, navigation	Seeks such further, consequential, or alternative relief as may be required to avoid, remedy or mitigate any actual or potential effects on: The control or management of water-space in the Viaduct Harbour and Westhaven Properties Marina (including but not limited to any effects on berthage rights or navigation).
Viaduct Harbour Holdings Ltd & Viaduct Harbour Management	33	33/16		Oppose whole plan change - effects on environment	Seeks such further, consequential, or alternative relief as may be required to avoid, remedy or mitigate any actual or potential effects on: the related environment (including but not limited to water-space or land controlled, managed or owned by VHHL within the coastal marine area, Wynyard Quarter or the Viaduct Harbour Precinct).
Viaduct Harbour Holdings Ltd & Viaduct Harbour Management	33	33/17		Oppose whole plan change	Such further, consequential or alternative relief as may be required to give effect to their submission or which may be appropriate in the circumstances of the case.
Land Transport NZ	34	34/1		Support for plan change	Generally supports the plan change.
Land Transport NZ	34	34/2	28.2.5	Bridge	Generally supports Issue 28.2.5 (Te Wero Bridge).
Land Transport NZ	34	34/3	28.3.14	Transport	Generally supports objective 28.3.14 (effects of development on traffic and pedestrian access).
Land Transport NZ	34	34/4	28.4.11	Bridge	Generally supports Policy 28.4.11 (Te Wero Bridge).
Land Transport NZ	34	34/5		Bridge	Requests that the technical implications associated with an opening bridge between Wynyard Quarter and the Eastern Viaduct Harbour, as well as its impact on boat access to the Viaduct Harbour are fully investigated before any final decision is made regarding this structure.
Land Transport NZ	34	34/6		Bridge - pedestrian/cyclists, buses	Requests that a final decision on whether Te Wero bridge will need to accommodate public transport as well as cycling and walking should only be made when a detailed analysis if the transport requirements are completed.

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Land Transport NZ	34	34/7		Bridge	Requests such consequential relief as is necessary to satisfy the interests of the submitter.
Transit New Zealand	35	35/1		Transport - new Waitemata Harbour crossing	Generally supports Plan Change 3. However, Transit considers that further amendments to Plan Change 3 are necessary in order to make provision for the potential construction, operation and maintenance of regionally significant transport infrastructure within the Port Management Area 4A adjacent to Wynyard Quarter.
Transit New Zealand	35	35/2		Transport - new Waitemata Harbour crossing	Considers it appropriate that recognition is also given in Plan Change 3 of the potential future use of Port Management Area 4A adjacent to Wynyard Quarter for this strategic transportation route (i.e. investigations recently undertaken by Transit that have identified a potential route for an additional Waitemata Harbour crossing that is through Wynyard Point and Wynyard Quarter). Transit has commissioned a study with Auckland Regional Council and others to further consider route options and identify a preferred feasible route.
Transit New Zealand	35	35/3	25.3.3	Transport - new Waitemata Harbour crossing	Seeks that objective 25.3.3 be modified as follows: "To facilitate where appropriate, the use and development of Port Management Areas for non-port related activities including public access, entertainment, commercial, <u>regionally significant transport infrastructure and other marine related purposes.</u> "
Transit New Zealand	35	35/4	25.4	Transport - new Waitemata Harbour crossing	Seeks the addition of the following policy for Port Management Areas: " <u>25.4.15 Provision shall be made for the potential future construction, use and maintenance of regionally significant transport infrastructure, such as an additional Waitemata Harbour Crossing, in the Wynyard Point area.</u> "
Transit New Zealand	35	35/5	25.5	Transport - new Waitemata Harbour crossing	Seeks the addition of the following permitted activity rule for Port Management Areas: <u>25.5.16 The construction, use and maintenance of regionally significant transport infrastructure.</u>
Transit New Zealand	35	35/6	30.3	Transport - new Waitemata Harbour crossing	Seeks the addition of the following objective for Port Management Areas : <u>30.3.8 To provide for the potential future development and operation of regionally significant transport infrastructure in Port Management Area 4A adjacent to Wynyard Quarter.</u>
Transit New Zealand	35	35/7	30.4.14	Transport - new Waitemata Harbour crossing	Seeks that Policy 30.4.14 for Port Management Area 4A be modified to read as follows: " <u>Use and development of Wynyard Wharf shall... k take into account the potential future development and operation of an additional Waitemata Harbour Crossing in the vicinity of Wynyard Point.</u> "
Transit New Zealand	35	35/8	30.4.16	Transport - new Waitemata Harbour crossing	Seeks that Policy 30.4.16 for Port Management Area 4A be modified to read as follows: " <u>Use and development in Port Management Area 4A, other than on Wynyard Wharf, should: c take into account the potential future development and operation of an additional Waitemata Harbour Crossing in the vicinity of Port Management Area 4A.</u> "

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Transit New Zealand	35	35/9		Transport, new Waitemata Harbour crossing	Seeks such further or other relief considered appropriate to address Transit's concerns.
Orica Chemnet	36	36/1		Support for plan change	Conditionally supports the plan change provided the operations of the bulk liquids facilities at Wynyard Wharf are not compromised in any way. Business relies on the continued and uninterrupted supply of product from the bulk liquids facilities.
Orica Chemnet	36	36/2		Bulk liquids - continued operation	Provide for better protection of existing bulk liquids facilities to enable uninterrupted supply.
Orica Chemnet	36	36/3		Bulk liquids - relocation	Provide for efficient and cost effective relocation of bulk liquids facilities from Wynyard Wharf prior to any redevelopment occurring.
Orica Chemnet	36	36/4		Bulk liquids - relocation	Seeks that the plan change not be implemented and no redevelopment occur until there is a commercially viable and unconditional alternative site available for the bulk liquid industry.
Australasian Solvents and Chemicals Company	37	37/1		Support for plan change	Conditionally supports the plan change. Business relies on the continued and uninterrupted supply of product from the bulk liquids facilities.
Australasian Solvents and Chemicals Company	37	37/2		Bulk liquids - continued operation	Provide for better protection of existing bulk liquids facilities to enable uninterrupted supply.
Australasian Solvents and Chemicals Company	37	37/3		Bulk liquids - relocation	Provide for efficient and cost effective relocation of bulk liquids facilities from Wynyard Wharf prior to any redevelopment occurring.
Australasian Solvents and Chemicals Company	37	37/4		Bulk liquids - relocation	Seeks that the plan change not be implemented and no redevelopment occur until there is a commercially viable and unconditional alternative site available for the bulk liquid industry.
General Marine Services Ltd	38	38/1		Fishing and marine industry	Particularly concerned with the failure of the Change appropriately and adequately to respond to and provide for existing fishing and marine industry activities and opportunities for growth and development of those activities.
General Marine Services Ltd	38	38/2		Fishing and marine industry - berthage requirements	Concern that the fishing and marine related industries require access to coastal berthage for lay up berthing, servicing and maintenance operations. There is currently no suitable alternative location in the Auckland Region for the Auckland based fishing industry.
General Marine Services Ltd	38	38/3		Fishing and marine industry - ability to stay and expand	The Change, in conjunction with the contemporaneous planning initiatives notified by the Auckland City Council continues the process of the Auckland fishing industry being compressed into a relatively small and constrained area within and around Viaduct Harbour, but does not provide appropriately for the industry to remain let alone for key participants to expand operations.
General Marine Services Ltd	38	38/4		Fishing industry - Viaduct Harbour	Concerned that the proposed provisions weaken or seek to delete the statements in the Coastal Plan regarding the role of the fishing industry in the Viaduct Harbour area and the importance of the area to the fishing industry.

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
General Marine Services Ltd	38	38/5		Fishing and marine industry - safeguard the industry	Concern that the Change does little to safeguard the place of the fishing and marine industries within the Viaduct Harbour and around the Western Reclamation.
General Marine Services Ltd	38	38/6		Fishing and marine industry - fishing industry access to PMA 2B	Concern that the proposed provisions envisage the relegation of the marine industry (but without mentioning the fishing fleet) to a new Port Management Area 2B. No mechanisms are provided to ensure that the fishing industry will have access to that area or will physically be able to use it.
General Marine Services Ltd	38	38/7		Fishing and marine industry - giving events priority	Concern that the provisions inappropriately seek to reverse the onus on incoming land activities to be compatible with marine activities and give events priority over the fishing industry and other port activities in the Viaduct Harbour.
General Marine Services Ltd	38	38/8		Fishing and marine industry - compatibility of incoming activities	Concern that the provisions inappropriately seek to promote and provide for activities compatible with residential, commercial, tourist and event activities around and within the Viaduct Harbour instead of ensuring that incoming activities are compatible and respect the requirements of the fishing industry and other marine activities.
General Marine Services Ltd	38	38/9		Fishing and marine industry - restriction of berthage areas	Concern that the proposed provisions may have the effect of restricting the fishing and marine industries to berthage areas that are not needed for events and may gradually push those industries out of the area as the Western Reclamation and Halsey Street Reclamation are developed.
General Marine Services Ltd	38	38/10		Oppose whole plan change	Seeks that the Change be withdrawn or disallowed in its entirety.
Anda Family Trust	39	39/1		Fishing and marine industry	Particularly concerned with the failure of the Change appropriately and adequately to respond to and provide for existing fishing and marine industry activities and opportunities for growth and development of those activities.
Anda Family Trust	39	39/2		Fishing and marine industry - berthage requirements	Concern that the fishing and marine related industries require access to coastal berthage for lay up berthing, servicing and maintenance operations. There is currently no suitable alternative location in the Auckland Region for the Auckland based fishing industry.
Anda Family Trust	39	39/3		Fishing and marine industry - ability to stay and expand	The Change, in conjunction with the contemporaneous planning initiatives notified by the Auckland City Council continues the process of the Auckland fishing industry being compressed into a relatively small and constrained area within and around Viaduct Harbour, but does not provide appropriately for the industry to remain let alone for key participants to expand operations.
Anda Family Trust	39	39/4		Fishing industry - Viaduct Harbour	Concerned that the proposed provisions weaken or seek to delete the statements in the Coastal Plan regarding the role of the fishing industry in the Viaduct Harbour area and the importance of the area to the fishing industry.

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Anda Family Trust	39	39/5		Fishing and marine industry - safeguard the industry	Concern that the Change does little to safeguard the place of the fishing and marine industries within the Viaduct Harbour and around the Western Reclamation.
Anda Family Trust	39	39/6		Fishing and marine industry - fishing industry access to PMA 2B	Concern that the proposed provisions envisage the relegation of the marine industry (but without mentioning the fishing fleet) to a new Port Management Area 2B. No mechanisms are provided to ensure that the fishing industry will have access to that area or will physically be able to use it.
Anda Family Trust	39	39/7		Fishing and marine industry - giving events priority	Concern that the provisions inappropriately seek to reverse the onus on incoming land activities to be compatible with marine activities and give events priority over the fishing industry and other port activities in the Viaduct Harbour.
Anda Family Trust	39	39/8		Fishing and marine industry - compatibility of incoming activities	Concern that the provisions inappropriately seek to promote and provide for activities compatible with residential, commercial, tourist and event activities around and within the Viaduct Harbour instead of ensuring that incoming activities are compatible and respect the requirements of the fishing industry and other marine activities.
Anda Family Trust	39	39/9		Fishing and marine industry - restriction of berthage areas	Concern that the proposed provisions may have the effect of restricting the fishing and marine industries berthage areas that are not needed for events and may gradually push those industries out of the area as the Western Reclamation and Halsey Street Reclamation are developed.
Anda Family Trust	39	39/10		Oppose whole plan change	Seeks that the Change be withdrawn or disallowed in its entirety.
The Kampkes Family Trust	40	40/1		Fishing and marine industry	Particularly concerned with the failure of the Change appropriately and adequately to respond to and provide for existing fishing and marine industry activities and opportunities for growth and development of those activities.
The Kampkes Family Trust	40	40/2		Fishing and marine industry - berthage requirements	Concern that the fishing and marine related industries require access to coastal berthage for lay up berthing, servicing and maintenance operations. There is currently no suitable alternative location in the Auckland Region for the Auckland based fishing industry.
The Kampkes Family Trust	40	40/3		Fishing and marine industry - ability to stay and expand	The Change, in conjunction with the contemporaneous planning initiatives notified by the Auckland City Council continues the process of the Auckland fishing industry being compressed into a relatively small and constrained area within and around Viaduct Harbour, but does not provide appropriately for the industry to remain let alone for key participants to expand operations.
The Kampkes Family Trust	40	40/4		Fishing industry - Viaduct Harbour	Concerned that the proposed provisions weaken or seek to delete the statements in the Coastal Plan regarding the role of the fishing industry in the Viaduct Harbour area and the importance of the area to the fishing industry.

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
The Kampkes Family Trust	40	40/5		Fishing and marine industry - safeguard the industry	Concern that the Change does little to safeguard the place of the fishing and marine industries within the Viaduct Harbour and around the Western Reclamation.
The Kampkes Family Trust	40	40/6		Fishing and marine industry - fishing industry access to PMA 2B	Concern that the proposed provisions envisage the relegation of the marine industry (but without mentioning the fishing fleet) to a new Port Management Area 2B. No mechanisms are provided to ensure that the fishing industry will have access to that area or will physically be able to use it.
The Kampkes Family Trust	40	40/7		Fishing and marine industry - giving events priority	Concern that the provisions inappropriately seek to reverse the onus on incoming land activities to be compatible with marine activities and give events priority over the fishing industry and other port activities in the Viaduct Harbour.
The Kampkes Family Trust	40	40/8		Fishing and marine industry - compatibility of incoming activities	Concern that the provisions inappropriately seek to promote and provide for activities compatible with residential, commercial, tourist and event activities around and within the Viaduct Harbour instead of ensuring that incoming activities are compatible and respect the requirements of the fishing industry and other marine activities.
The Kampkes Family Trust	40	40/9		Fishing and marine industry - restriction of berthage areas	Concern that the proposed provisions may have the effect of restricting the fishing and marine industries to berthage areas that are not needed for events and may gradually push those industries out of the area as the Western Reclamation and Halsey Street Reclamation are developed.
The Kampkes Family Trust	40	40/10		Oppose whole plan change	Seeks that the Change be withdrawn or disallowed in its entirety.
Alex Kerr	41	41/1		Fishing and marine industry	Particularly concerned with the failure of the Change appropriately and adequately to respond to and provide for existing fishing and marine industry activities and opportunities for growth and development of those activities.
Alex Kerr	41	41/2		Fishing and marine industry - berthage requirements	Concern that the fishing and marine related industries require access to coastal berthage for lay up berthing, servicing and maintenance operations. There is currently no suitable alternative location in the Auckland Region for the Auckland based fishing industry.
Alex Kerr	41	41/3		Fishing and marine industry - ability to stay and expand	The Change, in conjunction with the contemporaneous planning initiatives notified by the Auckland City Council continues the process of the Auckland fishing industry being compressed into a relatively small and constrained area within and around Viaduct Harbour, but does not provide appropriately for the industry to remain let alone for key participants to expand operations.
Alex Kerr	41	41/4		Fishing industry - Viaduct Harbour	Concerned that the proposed provisions weaken or seek to delete the statements in the Coastal Plan regarding the role of the fishing industry in the Viaduct Harbour area and the importance of the area to the fishing industry.

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Alex Kerr	41	41/5		Fishing and marine industry - safeguard the industry	Concern that the Change does little to safeguard the place of the fishing and marine industries within the Viaduct Harbour and around the Western Reclamation.
Alex Kerr	41	41/6		Fishing and marine industry - fishing industry access to PMA 2B	Concern that the proposed provisions envisage the relegation of the marine industry (but without mentioning the fishing fleet) to a new Port Management Area 2B. No mechanisms are provided to ensure that the fishing industry will have access to that area or will physically be able to use it.
Alex Kerr	41	41/7		Fishing and marine industry - giving events priority	Concern that the provisions inappropriately seek to reverse the onus on incoming land activities to be compatible with marine activities and give events priority over the fishing industry and other port activities in the Viaduct Harbour.
Alex Kerr	41	41/8		Fishing and marine industry - compatibility of incoming activities	Concern that the provisions inappropriately seek to promote and provide for activities compatible with residential, commercial, tourist and event activities around and within the Viaduct Harbour instead of ensuring that incoming activities are compatible and respect the requirements of the fishing industry and other marine activities.
Alex Kerr	41	41/9		Fishing and marine industry - restriction of berthage areas	Concern that the proposed provisions may have the effect of restricting the fishing and marine industries to berthage areas that are not needed for events and may gradually push those industries out of the area as the Western Reclamation and Halsey Street Reclamation are developed.
Alex Kerr	41	41/10		Oppose whole plan change	Seeks that the Change be withdrawn or disallowed in its entirety.
Steve Hudgell	42	42/1		Fishing and marine industry	Particularly concerned with the failure of the Change appropriately and adequately to respond to and provide for existing fishing and marine industry activities and opportunities for growth and development of those activities.
Steve Hudgell	42	42/2		Fishing and marine industry - berthage requirements	Concern that the fishing and marine related industries require access to coastal berthage for lay up berthing, servicing and maintenance operations. There is currently no suitable alternative location in the Auckland Region for the Auckland based fishing industry.
Steve Hudgell	42	42/3		Fishing and marine industry - ability to stay and expand	The Change, in conjunction with the contemporaneous planning initiatives notified by the Auckland City Council continues the process of the Auckland fishing industry being compressed into a relatively small and constrained area within and around Viaduct Harbour, but does not provide appropriately for the industry to remain let alone for key participants to expand operations.
Steve Hudgell	42	42/4		Fishing industry - Viaduct Harbour	Concerned that the proposed provisions weaken or seek to delete the statements in the Coastal Plan regarding the role of the fishing industry in the Viaduct Harbour area and the importance of the area to the fishing industry.

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Steve Hudgell	42	42/5		Fishing and marine industry - safeguard the industry	Concern that the Change does little to safeguard the place of the fishing and marine industries within the Viaduct Harbour and around the Western Reclamation.
Steve Hudgell	42	42/6		Fishing and marine industry - fishing industry access to PMA 2B	Concern that the proposed provisions envisage the relegation of the marine industry (but without mentioning the fishing fleet) to a new Port Management Area 2B. No mechanisms are provided to ensure that the fishing industry will have access to that area or will physically be able to use it.
Steve Hudgell	42	42/7		Fishing and marine industry - giving events priority	Concern that the provisions inappropriately seek to reverse the onus on incoming land activities to be compatible with marine activities and give events priority over the fishing industry and other port activities in the Viaduct Harbour.
Steve Hudgell	42	42/8		Fishing and marine industry - compatibility of incoming activities	Concern that the provisions inappropriately seek to promote and provide for activities compatible with residential, commercial, tourist and event activities around and within the Viaduct Harbour instead of ensuring that incoming activities are compatible and respect the requirements of the fishing industry and other marine activities.
Steve Hudgell	42	42/9		Fishing and marine industry - restriction of berthage areas	Concern that the proposed provisions may have the effect of restricting the fishing and marine industries to berthage areas that are not needed for events and may gradually push those industries out of the area as the Western Reclamation and Halsey Street Reclamation are developed.
Steve Hudgell	42	42/10		Oppose whole plan change	Seeks that the Change be withdrawn or disallowed in its entirety.
Powell Family Trust	43	43/1		Fishing and marine industry	Particularly concerned with the failure of the Change appropriately and adequately to respond to and provide for existing fishing and marine industry activities and opportunities for growth and development of those activities.
Powell Family Trust	43	43/2		Fishing and marine industry - berthage requirements	Concern that the fishing and marine related industries require access to coastal berthage for lay up berthing, servicing and maintenance operations. There is currently no suitable alternative location in the Auckland Region for the Auckland based fishing industry.
Powell Family Trust	43	43/3		Fishing and marine industry - ability to stay and expand	The Change, in conjunction with the contemporaneous planning initiatives notified by the Auckland City Council continues the process of the Auckland fishing industry being compressed into a relatively small and constrained area within and around Viaduct Harbour, but does not provide appropriately for the industry to remain let alone for key participants to expand operations.
Powell Family Trust	43	43/4		Fishing industry - Viaduct Harbour	Concerned that the proposed provisions weaken or seek to delete the statements in the Coastal Plan regarding the role of the fishing industry in the Viaduct Harbour area and the importance of the area to the fishing industry.

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Powell Family Trust	43	43/5		Fishing and marine industry - safeguard the industry	Concern that the Change does little to safeguard the place of the fishing and marine industries within the Viaduct Harbour and around the Western Reclamation.
Powell Family Trust	43	43/6		Fishing and marine industry - fishing industry access to PMA 2B	Concern that the proposed provisions envisage the relegation of the marine industry (but without mentioning the fishing fleet) to a new Port Management Area 2B. No mechanisms are provided to ensure that the fishing industry will have access to that area or will physically be able to use it.
Powell Family Trust	43	43/7		Fishing and marine industry - giving events priority	Concern that the provisions inappropriately seek to reverse the onus on incoming land activities to be compatible with marine activities and give events priority over the fishing industry and other port activities in the Viaduct Harbour.
Powell Family Trust	43	43/8		Fishing and marine industry - compatibility of incoming activities	Concern that the provisions inappropriately seek to promote and provide for activities compatible with residential, commercial, tourist and event activities around and within the Viaduct Harbour instead of ensuring that incoming activities are compatible and respect the requirements of the fishing industry and other marine activities.
Powell Family Trust	43	43/9		Fishing and marine industry - restriction of berthage areas	Concern that the proposed provisions may have the effect of restricting the fishing and marine industries to berthage areas that are not needed for events and may gradually push those industries out of the area as the Western Reclamation and Halsey Street Reclamation are developed.
Powell Family Trust	43	43/10		Oppose whole plan change	Seeks that the Change be withdrawn or disallowed in its entirety.
E&D Limited, Trading as Topcat Bait & Tackle	44	44/1		Fishing and marine industry	Particularly concerned with the failure of the Change appropriately and adequately to respond to and provide for existing fishing and marine industry activities and opportunities for growth and development of those activities.
E&D Limited, Trading as Topcat Bait & Tackle	44	44/2		Fishing and marine industry - berthage requirements	Concern that the fishing and marine related industries require access to coastal berthage for lay up berthing, servicing and maintenance operations. There is currently no suitable alternative location in the Auckland Region for the Auckland based fishing industry.
E&D Limited, Trading as Topcat Bait & Tackle	44	44/3		Fishing and marine industry - ability to stay and expand	The Change, in conjunction with the contemporaneous planning initiatives notified by the Auckland City Council continues the process of the Auckland fishing industry being compressed into a relatively small and constrained area within and around Viaduct Harbour, but does not provide appropriately for the industry to remain let alone for key participants to expand operations.
E&D Limited, Trading as Topcat Bait & Tackle	44	44/4		Fishing industry - Viaduct Harbour	Concerned that the proposed provisions weaken or seek to delete the statements in the Coastal Plan regarding the role of the fishing industry in the Viaduct Harbour area and the importance of the area to the fishing industry.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
E&D Limited, Trading as Topcat Bait & Tackle	44	44/5		Fishing and marine industry - safeguard the industry	Concern that the Change does little to safeguard the place of the fishing and marine industries within the Viaduct Harbour and around the Western Reclamation.
E&D Limited, Trading as Topcat Bait & Tackle	44	44/6		Fishing and marine industry - fishing industry access to PMA 2B	Concern that the proposed provisions envisage the relegation of the marine industry (but without mentioning the fishing fleet) to a new Port Management Area 2B. No mechanisms are provided to ensure that the fishing industry will have access to that area or will physically be able to use it.
E&D Limited, Trading as Topcat Bait & Tackle	44	44/7		Fishing and marine industry - giving events priority	Concern that the provisions inappropriately seek to reverse the onus on incoming land activities to be compatible with marine activities and give events priority over the fishing industry and other port activities in the Viaduct Harbour.
E&D Limited, Trading as Topcat Bait & Tackle	44	44/8		Fishing and marine industry - compatibility of incoming activities	Concern that the provisions inappropriately seek to promote and provide for activities compatible with residential, commercial, tourist and event activities around and within the Viaduct Harbour instead of ensuring that incoming activities are compatible and respect the requirements of the fishing industry and other marine activities.
E&D Limited, Trading as Topcat Bait & Tackle	44	44/9		Fishing and marine industry - restriction of berthage areas	Concern that the proposed provisions may have the effect of restricting the fishing and marine industries to berthage areas that are not needed for events and may gradually push those industries out of the area as the Western Reclamation and Halsey Street Reclamation are developed.
E&D Limited, Trading as Topcat Bait & Tackle	44	44/10		Oppose whole plan change	Seeks that the Change be withdrawn or disallowed in its entirety.
Marine Industry Association NZ	45	45/1		Oppose whole plan change	Opposes the plan change. Seeks that the plan change be withdrawn in its entirety.
Marine Industry Association NZ	45	45/2		Port Management Area 2A and 2B differentiation - public access	Given the requirements of the marine industry and its related activities, Port Management Area 2B should be differentiated from Port Management Area 2A which, while also of vital importance for the provision of berthage and other marine interests, is more suited for public access.
Marine Industry Association NZ	45	45/3		Support for plan change	Whilst generally supportive of the plan change, the MIA has concerns with the provisions set out in other submission points.
Marine Industry Association NZ	45	45/4	25.4.13	Port Management Area 2B - marine industry	Port Management Area 2B must be kept for marine industrial and related uses. Therefore it should not be an exception to the rule that requires a use or development to have a functional need to locate in the coastal marine area (Policy 25.4.13). Only those activities related to marine industry should be permitted.
Marine Industry Association NZ	45	45/5	25.4.14	Artworks	PMA 2B is not an appropriate area for public artworks or sculpture as it is a marine industrial area. Inappropriate elements such as these should be excluded.

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Marine Industry Association NZ	45	45/6	25.5.7	Port Management Area 2B - port buildings as permitted activity	Port Management Area 2B should not be an exception to the permitted activity rule providing for the erection or placement of any building for port activities (Rule 25.5.7).
Marine Industry Association NZ	45	45/7	25.5.13	Height limits	The maximum height should also exclude masts and aerials.
Marine Industry Association NZ	45	45/8		Port Management Area 2B - marine industry	For any activity in Port Management Area 2B the extent to which port activities and marine industry are compromised should be a relevant assessment criteria.
Marine Industry Association NZ	45	45/9	28.2	Port Management Area 2A and 2B differentiation	It is not appropriate to combine PMA 2A and 2B in the Issues (28.2) as they are distinctly different. They should not be described in the same terms. PMA 2B should be retained for marine industrial and related activities.
Marine Industry Association NZ	45	45/10	28.2.3	Port Management Area 2B - public access	Issue 28.2.3 - "Public access, use and enjoyment of the water's edge" is a "desirable amenity value" for PMA 2B only if it is subject to the operational and safety requirements of the port and marine activities located there. The "default" for PMA 2B must be "public excluded" but able to be given access where this is possible, either occasionally, or for specific areas.
Marine Industry Association NZ	45	45/11	28.2.5	Bridge	Any new bridge link from Te Wero Island to Wynyard Quarter must be designed so that boat access is not compromised. The wording of this provision should be stronger in this respect. Vessel access to and from Viaduct Harbour should be reviewed in close consultation with the Marine and Fishing Industries.
Marine Industry Association NZ	45	45/12	28.2.12	Port Management Area 2B - public access	Issue 28.2.12 - Public access to and along the coastal edge should be "available" (subject to operational and safety requirements) rather than "enhanced".
Marine Industry Association NZ	45	45/13	28.3	Port Management Area 2A and 2B differentiation	Objectives 28.3.1, 28.3.2 and 28.3.3 should be separated out so that there are Objectives for Port Management Area 2A and separate Objectives for PMA 2B. The areas have distinct characters and adjoining land uses and to lump them together could have the result of watering down the distinct "working" character and operational needs of PMA 2B.
Marine Industry Association NZ	45	45/14	28.4.11	Bridge	Any bridge linking Viaduct Harbour (Te Wero) and Jellicoe St must not impede vessel access to and from the inner Viaduct Harbour.
Marine Industry Association NZ	45	45/15	28.4.28	Port Management Area 2B - public access	Add the following words to Policy 28.4.28: <u>"Such public access will have to be managed or controlled to deal with operational and safety requirements."</u>
Marine Industry Association NZ	45	45/16	28.7.2	Port Management Area 2A and 2B differentiation	28.7.2 (Principal Reasons for Adopting) is another example of the inappropriate linking if PMAs 2A and 2B. They should be addressed separately.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Marine Industry Association NZ	45	45/17	28.8.1	Ferry services - Port Management Area 2B	It is unlikely that Port Management Area 2B will be used for maritime passenger transport. This provision should be amended.
Marine Industry Association NZ	45	45/18	35.5.3(b)	Noise limits	Within Port Management Area 2B, provide for a higher L10 and Lmax in recognition of sometimes noisy port and marine industrial activities and the reverse sensitivity provisions in the District Plan. Make explicit reference to the requirement for non-complaints covenants.
Marine Industry Association NZ	45	45/19	Definitions	Marine industry and service activity definitions	Consider a new definition for "marine industry and service activities" given the use of the term "marine industry" throughout the plan change and the number of activities associated with this sector of the economy. This is a sector with a considerable number of related activities, all which must be provided for. Having a definition which incorporates these activities even though a number of them will be land-based and not part of the PMA provides a degree of clarity, certainty and security for both the industry and the public.
Marine Industry Association NZ	45	45/20		Marine industry - vision	The plan change should recognise and reflect: "...maintain the area's character while balancing local businesses' needs for commercial return" (Dick Hubbard, Auckland waterfront Vision 2040 Dec 2005); "...the waterfront is one of the Auckland region's much loved treasures, and is of vital economic importance to the city, the region and to New Zealand." (Mike Lee, Chairman ARC, Auckland Waterfront Vision 2040 Dec 2005); "...The important role the marine cluster plays in the waterfront is recognised and supported." (Auckland Waterfront Vision 2040 Dec 2005).
Marine Industry Association NZ	45	45/21		Port Management Area 2B, marine industry - consequential relief	Seeks such further, consequential or other relief as may be required to give effect to their submission, as is appropriate.
John Stephen Burrett	46	46/1		Bridge	Seeks that the council declines the application to install a bridge from Te Wero Island to Halsey St. With the last bridge, skippers would not wait for the bridge so did not use the area and the Viaduct Harbour silted up.
John Stephen Burrett	46	46/2		Bridge	Concern that large vessels will not be able to gain access through the narrow channel.
John Stephen Burrett	46	46/3		Bridge - buses	Concerned that there will be a great deal of noise as buses accelerate across the bridge.
John Stephen Burrett	46	46/4		Bridge	Concerned about the burden of maintenance and repair costs on ratepayers.
Sanford Limited	47	47/1		Fishing and marine industry	Particularly concerned with the failure of the Change appropriately and adequately to respond to and provide for existing fishing and marine industry activities and opportunities for growth and development of those activities.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Sanford Limited	47	47/2		Fishing and marine industry - berthage requirements	Concern that the fishing and marine related industries necessarily require access to coastal berthage for lay up berthing, servicing and maintenance operations. There is currently no suitable alternative location in the Auckland Region for the Auckland based fishing industry.
Sanford Limited	47	47/3		Fishing and marine industry - ability to stay and expand	The Change, in conjunction with the contemporaneous planning initiatives notified by the Auckland City Council continues the process of the Auckland fishing industry being compressed into a relatively small and constrained area within and around Viaduct Harbour, but does not provide appropriately for the industry to remain let alone for key participants to expand operations.
Sanford Limited	47	47/4		Fishing industry - Viaduct Harbour	Concerned that the proposed provisions weaken or seek to delete the statements in the Coastal Plan regarding the role of the fishing industry in the Viaduct Harbour area and the importance of the area to the fishing industry.
Sanford Limited	47	47/5		Fishing industry - descriptions, Wynyard Wharf	Supports the parts of the Plan Change that potentially safeguard the fishing industry role within the Viaduct Harbour and around the Western Reclamation, including changes which update the descriptions of existing and expected activities in the vicinity of Wynyard Quarter.
Sanford Limited	47	47/6		Bridge - fishing industry	Opposes the parts of the Plan Change that potentially compromise the ability of the fishing industry to remain in and around the Western Reclamation, including a new policy relating to a bridge between the Eastern Viaduct/Te Wero Island and Wynyard Quarter.
Sanford Limited	47	47/7		Marine events centre fishing industry	Opposes the parts of the Plan Change that potentially compromise the ability of the fishing industry to remain in and around the Western Reclamation, including provision for a marine events centre on Halsey Street Extension Wharf, Western Viaduct Replacement Wharf and the adjacent water space, including an extension to the time limit for temporary events in the Viaduct Harbour.
Sanford Limited	47	47/8		Fishing industry - Western Reclamation, North Wharf	Opposes the parts of the Plan Change that potentially compromise the ability of the fishing industry to remain in and around the Western Reclamation, including provision for appropriate use and development of North Wharf (along Jellicoe St).
Sanford Limited	47	47/9		Fishing industry - Western Reclamation, Wynyard Wharf	Opposes the parts of the Plan Change that potentially compromise the ability of the fishing industry to remain in and around the Western Reclamation, including provisions to manage the future use and development of the water area surrounding Wynyard Wharf for port, commercial, entertainment activities and public use.
Sanford Limited	47	47/10		Fishing and marine industry - safeguard the industry	Supports the parts of the Plan Change that potentially safeguard the fishing industry role within the Viaduct Harbour and around the Western Reclamation, including changes relating to managing future use and development of the water area surrounding Wynyard Quarter, including for fishing and marine industries.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Sanford Limited	47	47/11		Noise limits - fishing industry	Opposes the parts of the Plan Change that potentially compromise the ability of the fishing industry to remain in and around the Western Reclamation, including modification of the noise limits for noise generated in the coastal marine area around Wynyard Quarter to clarify where the noise limits are to be measured and to permit an increased number of high noise events each year.
Sanford Limited	47	47/12		Fishing and marine industry - fishing industry access to PMA 2B	Concern that the proposed provisions envisage the relegation of the marine industry (but without mentioning the fishing fleet) to a new Port Management Area 2B. No mechanisms are provided to ensure that the fishing industry will have access to that area or will physically be able to use it.
Sanford Limited	47	47/13		Fishing and marine industry - giving events priority	Concern that the proposed provisions inappropriately seek to reverse the onus on incoming land activities to be compatible with marine activities and give events priority over the fishing industry and other port activities in the Viaduct Harbour.
Sanford Limited	47	47/14		Fishing and marine industry - compatibility of incoming activities	Concern that the proposed provisions inappropriately seek to promote and provide for activities compatible with residential, commercial, tourist and event activities around and within the Viaduct Harbour instead of ensuring that incoming activities are compatible and respect the requirements of the fishing industry and other marine activities.
Sanford Limited	47	47/15		Marine events centre - fishing industry	Concerned that the proposed provisions envisage an events centre and character around the Halsey Street Extension Wharf and Western Viaduct Replacement Wharf within which priority is given to events and related activities and <i>"any use or development that adversely affects the use of this area for marine events shall be avoided"</i> (Part 28.4.15). The fishing industry would be a competitor for the relevant berthage and wharf space and could conceivably be precluded from using the area in terms of that wording.
Sanford Limited	47	47/16		Marine events centre - fishing industry	Concerned that while the proposed provisions regarding the Western Viaduct Replacement Wharf give some comfort to the fishing industry, the relationship between those statements and the provisions that expressly give events priority over fishing activities is unclear.
Sanford Limited	47	47/17		Fishing industry - activities between North Wharf, Wynyard Wharf and Halsey St Extension Wharf	Concerned that the proposed provisions provide for the North Wharf (along Jellicoe Street) to be used by the fishing industry but the ability of the fishing industry to access and use that area is compromised by the Auckland City Council's proposed provisions for the adjacent land. In the circumstances, these provisions are not adequately explicit with respect to the priority of fishing industry activities in the coastal marine area between the North Wharf, Wynyard Wharf and the Halsey Street Extension Wharf.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Sanford Limited	47	47/18		Fishing and marine industry - restriction of berthage areas	Concern that the proposed provisions may have the effect of restricting the fishing and marine industries to berthage areas that are not needed for events and may gradually push those industries out of the area as the Western Reclamation and Halsey Street Reclamation are developed.
Sanford Limited	47	47/19		Oppose whole plan change	Seeks that the Change be withdrawn or disallowed in its entirety.
Simunovich Fisheries Limited	48	48/1		Fishing and marine industry	Particularly concerned with the failure of the Change appropriately and adequately to respond to and provide for existing fishing and marine industry activities and opportunities for growth and development of those activities.
Simunovich Fisheries Limited	48	48/2		Fishing industry - Viaduct Harbour	Concerned with the failure of the Change to recognise the continued presence of the submitter's operations on the eastern side of the Viaduct Harbour.
Simunovich Fisheries Limited	48	48/3		Fishing and marine industry - berthage requirements	Concern that the fishing and marine related industries necessarily require access to coastal berthage for lay up berthing, servicing and maintenance operations. There is currently no suitable alternative location in the Auckland Region for the Auckland based fishing industry.
Simunovich Fisheries Limited	48	48/4		Fishing and marine industry - ability to stay and expand	The Change, in conjunction with the contemporaneous planning initiatives notified by the Auckland City Council continues the process of the Auckland fishing industry being compressed into a relatively small and constrained area within and around Viaduct Harbour, but does not provide appropriately for the industry to remain let alone for key participants to expand operations.
Simunovich Fisheries Limited	48	48/5		Fishing industry - existing plan provisions	Concerned that the Change effectively removes the operative provisions in the Coastal Plan that provide some limited degree of assurance to the Auckland based fishing industry with regard to its ongoing presence.
Simunovich Fisheries Limited	48	48/6		Fishing industry - descriptions, Wynyard Wharf	Supports the parts of the Plan Change that potentially safeguard the fishing industry role within the Viaduct Harbour and around the Western Reclamation, including changes which update the descriptions of existing and expected activities in the vicinity of Wynyard Quarter.
Simunovich Fisheries Limited	48	48/7		Bridge - fishing industry	Opposes the parts of the Plan Change that potentially compromise the ability of the fishing industry to remain in and around the Western Reclamation, including a new policy relating to a bridge between the Eastern Viaduct/Te Wero Island and Wynyard Quarter.
Simunovich Fisheries Limited	48	48/8		Marine events centre - fishing industry	Opposes the parts of the Plan Change that potentially compromise the ability of the fishing industry to remain in and around the Western Reclamation, including provision for a marine events centre on Halsey Street Extension Wharf, Western Viaduct Replacement Wharf and the adjacent water space, including an extension to the time limit for temporary events in the Viaduct Harbour.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Simunovich Fisheries Limited	48	48/9		Fishing industry - Western Reclamation, North Wharf	Opposes the parts of the Plan Change that potentially compromise the ability of the fishing industry to remain in and around the Western Reclamation, including provision for appropriate use and development of North Wharf (along Jellicoe St).
Simunovich Fisheries Limited	48	48/10		Fishing industry - Western Reclamation, Wynyard Wharf	Opposes the parts of the Plan Change that potentially compromise the ability of the fishing industry to remain in and around the Western Reclamation, including provisions to manage the future use and development of the water area surrounding Wynyard Wharf for port, commercial, entertainment activities and public use.
Simunovich Fisheries Limited	48	48/11		Fishing and marine industry - safeguard the industry	Supports the parts of the Plan Change that potentially safeguard the fishing industry role within the Viaduct Harbour and around the Western Reclamation, including changes relating to managing future use and development of the water area surrounding Wynyard Quarter, including for fishing and marine industries.
Simunovich Fisheries Limited	48	48/12		Noise limits - fishing industry	Opposes the parts of the Plan Change that potentially compromise the ability of the fishing industry to remain in and around the Western Reclamation, including modification of the noise limits for noise generated in the coastal marine area around Wynyard Quarter to clarify where the noise limits are to be measured and to permit an increased number of high noise events each year.
Simunovich Fisheries Limited	48	48/13		Fishing industry - Viaduct Harbour	Proposed provisions disregard and provide no recognition of the submitter's fisheries operation at and adjacent to its premises at 1 Market Place. In particular the Change assumes incorrectly that the fishing industry has now vacated the eastern side of Viaduct Harbour and as a result proposes provisions that take no account of the submitter's operations.
Simunovich Fisheries Limited	48	48/14		Bridge	The proposed provisions regarding provision of a bridge between the Western Reclamation and Te Wero give inadequate consideration to the operational requirements of the submitter and other maritime activities that operate within the Viaduct Harbour.
Simunovich Fisheries Limited	48	48/15		Fishing and marine industry - fishing industry access to PMA 2B	Concern that the proposed provisions envisage the relegation of the marine industry (but without mentioning the fishing fleet) to a new Port Management Area 2B. No mechanisms are provided to ensure that the fishing industry will have access to that area or will physically be able to use it.
Simunovich Fisheries Limited	48	48/16		Fishing industry - Viaduct Harbour	Concerned that the proposed provisions weaken or seek to delete the statements in the Coastal Plan regarding the role of the fishing industry in the Viaduct Harbour area and the importance of the area to the fishing industry.
Simunovich Fisheries Limited	48	48/17		Fishing and marine industry - giving events priority	Concern that the provisions inappropriately seek to reverse the onus on incoming land activities to be compatible with marine activities and give events priority over the fishing industry and other port activities in the Viaduct Harbour.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Simunovich Fisheries Limited	48	48/18		Fishing and marine industry - compatibility of incoming activities	Concern that the provisions inappropriately seek to promote and provide for activities compatible with residential, commercial, tourist and event activities around and within the Viaduct Harbour instead of ensuring that incoming activities are compatible and respect the requirements of the fishing industry and other marine activities.
Simunovich Fisheries Limited	48	48/19		Marine events centre fishing industry	Concerned that the proposed provisions envisage an events centre and character around the Halsey Street Extension Wharf and Western Viaduct Replacement Wharf within which priority is given to events and related activities and <i>"any use or development that adversely affects the use of this area for marine events shall be avoided"</i> (Part 28.4.15). The fishing industry would be a competitor for the relevant berthage and wharf space and could conceivably be precluded from using the area in terms of that wording.
Simunovich Fisheries Limited	48	48/20		Marine events centre fishing industry	Concerned that while the proposed provisions regarding the Western Viaduct Replacement Wharf give some comfort to the fishing industry, the relationship between those statements and the provisions that expressly give events priority over fishing activities is unclear.
Simunovich Fisheries Limited	48	48/21		Fishing industry - activities between North Wharf, Wynyard Wharf and Halsey St Extension Wharf	Concerned that the proposed provisions provide for the North Wharf (along Jellicoe Street) to be used by the fishing industry but the ability of the fishing industry to access and use that area is compromised by the Auckland City Council's proposed provisions for the adjacent land. In the circumstances, these provisions are not adequately explicit with respect to the priority of fishing industry activities in the coastal marine area between the North Wharf, Wynyard Wharf and the Halsey Street Extension Wharf.
Simunovich Fisheries Limited	48	48/22		Fishing and marine industry - restriction of berthage areas	Concern that the proposed provisions may have the effect of restricting the fishing and marine industries to berthage areas that are not needed for events and may gradually push those industries out of the area as the Western Reclamation and Halsey Street Reclamation are developed.
Simunovich Fisheries Limited	48	48/23		Oppose whole plan change	Seeks that the Change be withdrawn or disallowed in its entirety.
Simunovich Fisheries Limited	48	48/24		Fishing industry - Viaduct Harbour	Seeks that the change be amended to: recognise and provide for the submitter's operations and premises at 1 Market Place.
Simunovich Fisheries Limited	48	48/25		Fishing industry - Viaduct Harbour	Seeks that the change be amended to: restore the operative provisions that recognise and provide for the fishing industry in and around Viaduct Basin.
Simunovich Fisheries Limited	48	48/26		Fishing industry - priority over events	Seeks that the change be amended to: provide for marine related activities including the fishing industry to be given priority throughout the Viaduct Basin over water based events.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Simunovich Fisheries Limited	48	48/27		Fishing industry - incoming activities compatibility	Seeks that the change be amended to: acknowledge that land based activities that establish around the Viaduct Harbour ought to respond to and be compatible with the existing marine related activities including the fishing industry, rather than the reverse.
Simunovich Fisheries Limited	48	48/28		Bridge - fishing industry	Seeks that the change be amended to: ensure that any bridge between the Western Reclamation and Te Wero is designed and operated so as to avoid any adverse effects on the operations of the submitter and other maritime activities that operate within the Viaduct Harbour.
Simunovich Fisheries Limited	48	48/29		Fishing industry	Seeks any other changes to issues, objectives, policies and methods necessary to respond to the submitter's concerns and provide them with the relief which they have sought, any necessary or desirable consequential changes, and such other changes as are considered appropriate to respond to the submitter's concerns.
Auckland Fishing Port	49	49/1		Fishing and marine industry	Particularly concerned with the failure of the Change appropriately and adequately to respond to and provide for existing fishing and marine industry activities and opportunities for growth and development of those activities.
Auckland Fishing Port	49	49/2		Fishing and marine industry - berthage requirements	Concern that the fishing and marine related industries necessarily require access to coastal berthage for lay up berthing, servicing and maintenance operations. There is currently no suitable alternative location in the Auckland Region for the Auckland based fishing industry.
Auckland Fishing Port	49	49/3		Fishing and marine industry - ability to stay and expand	The Change, in conjunction with the contemporaneous planning initiatives notified by the Auckland City Council continues the process of the Auckland fishing industry being compressed into a relatively small and constrained area within and around Viaduct Harbour, but does not provide appropriately for the industry to remain let alone for key participants to expand operations.
Auckland Fishing Port	49	49/4		Fishing industry - existing plan provisions	Concerned that the Change effectively removes the operative provisions in the Coastal Plan that provide some limited degree of assurance to the Auckland based fishing industry with regard to its ongoing presence.
Auckland Fishing Port	49	49/5		Fishing industry - descriptions, Wynyard Wharf	Supports the parts of the Plan Change that potentially safeguard the fishing industry role within the Viaduct Harbour and around the Western Reclamation, including changes which update the descriptions of existing and expected activities in the vicinity of Wynyard Quarter.
Auckland Fishing Port	49	49/6		Bridge - fishing industry	Opposes the parts of the Plan Change that potentially compromise the ability of the fishing industry to remain in and around the Western Reclamation, including a new policy relating to a bridge between the Eastern Viaduct/Te Wero Island and Wynyard Quarter.

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Auckland Fishing Port	49	49/7		Marine events centre fishing industry	Opposes the parts of the Plan Change that potentially compromise the ability of the fishing industry to remain in and around the Western Reclamation, including provision for a marine events centre on Halsey Street Extension Wharf, Western Viaduct Replacement Wharf and the adjacent water space, including an extension to the time limit for temporary events in the Viaduct Harbour.
Auckland Fishing Port	49	49/8		Fishing industry - Western Reclamation, North Wharf	Opposes the parts of the Plan Change that potentially compromise the ability of the fishing industry to remain in and around the Western Reclamation, including provision for appropriate use and development of North Wharf (along Jellicoe St).
Auckland Fishing Port	49	49/9		Fishing industry - Western Reclamation, Wynyard Wharf	Opposes the parts of the Plan Change that potentially compromise the ability of the fishing industry to remain in and around the Western Reclamation, including provisions to manage the future use and development of the water area surrounding Wynyard Wharf for port, commercial, entertainment activities and public use.
Auckland Fishing Port	49	49/10		Fishing and marine industry - safeguard the industry	Supports the parts of the Plan Change that potentially safeguard the fishing industry role within the Viaduct Harbour and around the Western Reclamation, including changes relating to managing future use and development of the water area surrounding Wynyard Quarter, including for fishing and marine industries.
Auckland Fishing Port	49	49/11		Noise limits - fishing industry	Opposes the parts of the Plan Change that potentially compromise the ability of the fishing industry to remain in and around the Western Reclamation, including modification of the noise limits for noise generated in the coastal marine area around Wynyard Quarter to clarify where the noise limits are to be measured and to permit an increased number of high noise events each year.
Auckland Fishing Port	49	49/12		Fishing and marine industry - fishing industry access to PMA 2B	Concern that the proposed provisions envisage the relegation of the marine industry (but without mentioning the fishing fleet) to a new Port Management Area 2B. No mechanisms are provided to ensure that the fishing industry will have access to that area or will physically be able to use it.
Auckland Fishing Port	49	49/13		Fishing and marine industry - giving events priority	Concern that the provisions inappropriately seek to reverse the onus on incoming land activities to be compatible with marine activities and give events priority over the fishing industry and other port activities in the Viaduct Harbour.
Auckland Fishing Port	49	49/14		Fishing and marine industry - compatibility of incoming activities	Concern that the provisions inappropriately seek to promote and provide for activities compatible with residential, commercial, tourist and event activities around and within the Viaduct Harbour instead of ensuring that incoming activities are compatible and respect the requirements of the fishing industry and other marine activities.

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Auckland Fishing Port	49	49/15		Marine events centre fishing industry	Concerned that the proposed provisions envisage an events centre and character around the Halsey Street Extension Wharf and Western Viaduct Replacement Wharf within which priority is given to events and related activities and <i>"any use or development that adversely affects the use of this area for marine events shall be avoided"</i> (Part 28.4.15). The fishing industry would be a competitor for the relevant berthage and wharf space and could conceivably be precluded from using the area in terms of that wording.
Auckland Fishing Port	49	49/16		Marine events centre fishing industry	Concerned that while the proposed provisions regarding the Western Viaduct Replacement Wharf give some comfort to the fishing industry, the relationship between those statements and the provisions that expressly give events priority over fishing activities is unclear.
Auckland Fishing Port	49	49/17		Fishing industry - activities between North Wharf, Wynyard Wharf and Halsey St Extension Wharf	Concerned that the proposed provisions provide for the North Wharf (along Jellicoe Street) to be used by the fishing industry but the ability of the fishing industry to access and use that area is compromised by the Auckland City Council's proposed provisions for the adjacent land. In the circumstances, these provisions are not adequately explicit with respect to the priority of fishing industry activities in the coastal marine area between the North Wharf, Wynyard Wharf and the Halsey Street Extension Wharf.
Auckland Fishing Port	49	49/18		Fishing and marine industry - restriction of berthage areas	Concern that the proposed provisions may have the effect of restricting the fishing and marine industries to berthage areas that are not needed for events and may gradually push those industries out of the area as the Western Reclamation and Halsey Street Reclamation are developed.
Auckland Fishing Port	49	49/19		Oppose whole plan change	Seeks that the Change be withdrawn or disallowed in its entirety.
Audry van Ryn	50	50/1		Development - buildings, artwork, public access	Supports new buildings and public artworks on the wharves while providing for enhanced public access.
Audry van Ryn	50	50/2		Development	Would like to see good quality buildings, including somewhere in the Wynyard Quarter an iconic building to house an adjunct to the current Auckland Art Gallery.
Audry van Ryn	50	50/3		Cultural heritage	Keep the aesthetics and heritage of the area as a priority.
Audry van Ryn	50	50/4		Development - consultation	Keep consulting with the public on details of development.
Carol Sanders	51	51/1		Oppose whole plan change - design competition	Oppose any changes or modifications to the Coastal plan on the grounds that any changes would be premature. Any changes to be made should wait until a Design Competition has been implemented. A world-wide competition should be sponsored by the councils. No changes of plan should be made until the results from such a competition are known.

Summary of Decisions Requested - **in Submitter Order** - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Carol Sanders	51	51/2		Design competition	No resource consents should be issued until a Waterfront Masterplan is established (through a design competition).
Carol Sanders	51	51/3		Height limits	Limit building height to no more than 3 storeys especially in any projected buildings in the Tank Farm Area.
Cathleen Martha Haslett	52	52/1		Cruise ships - views	Using Wynyard Wharf to berth cruise ships is short sighted given the height of the vessels. Views from Point Park to N and NE will be obscured by a massive high wall of ships structure. The views will be to the N and W only.
Cathleen Martha Haslett	52	52/2		Development - height of buildings	The four blocks of apartments at south end of Tank Farm should be replaced with a maximum of two blocks and be 5 stories only.
Auckland Regional Holdings	53	53/1		Support for plan change	Subject to modification to Appendix J (see separate submission point), the submitter supports the plan change and seeks that it be upheld as notified.
Auckland Regional Holdings	53	53/2	Appendix J	Urban design criteria - buildings on wharves	ARH opposes Appendix J.
Auckland Regional Holdings	53	53/3	Appendix J - item 1	Urban design criteria - buildings on wharves	ARH requests that Appendix J, item 1, be amended to ARH's satisfaction to remove any imprecision, subjectivity or unquantifiability. While ARH supports the intention of this clause (i.e. ensuring that well designed buildings are constructed in the Wynyard Quarter), the phrasing is not appropriate for inclusion in a Plan Change which will partially govern the development of a large part of Wynyard Quarter, which is an area of mixed use including marine industrial, port-related and similar activities.
Auckland Regional Chamber of Commerce	54	54/1		Vision / outcome	The Chamber believes that the singular objective for redeveloping Wynyard Quarter should be to ensure that the outcome is world class and iconic - takes advantage of the prime site and opportunity to reinforce Auckland's status as New Zealand's only city of international scale, while helping the region to continue to thrive and the economy to prosper. Concerned that the plan change gives no indications of a unique or stunning vision or development that will stimulate Auckland's potential to be a magnet world city to live, work and do business. There is nothing in the proposed plan changes that confirms an intention to use the development to benchmark or brand Auckland as a world-class city.
Auckland Regional Chamber of Commerce	54	54/2		Marine industry	The cluster of innovative and creative marine businesses located in the Wynyard precinct need to be encouraged and supported. The notional zoning of Wynyard provides 7 to 8.5 hectares for the growth of the marine industry over the next 20 years. This is about 1 hectare more than now and compares with the 12 hectares the industry has publicly indicated will be required to meet anticipated growth to 2020.

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Auckland Regional Chamber of Commerce	54	54/3		Marine industry	Access to deep water for launching super yachts needs to be protected and the precinct branded and marketed to attract tourists to the area using Auckland's marine industry 'world capital' status as a magnet.
Auckland Regional Chamber of Commerce	54	54/4		Marine industry	Need to clearly establish that sufficient land and deep-water access to meet the growth requirements of the marine industry long-term is provided for in the plan changes, even if it means trimming other aspects, such as residential and commercial areas.
Auckland Regional Chamber of Commerce	54	54/5		Marine events - America's Cup	The submitter seeks assurance that the proposal will protect sufficient space for hosting international yacht events such as future America's Cup.
Auckland Regional Chamber of Commerce	54	54/6		Marine events centre marine industry integration	Seeks assurance that the proposed marine industry precinct is aligned and integrated with both Area 7 [district plan] (America's Cup bases) and the marine industry activities currently and/or potentially located at Western Marina.
Auckland Regional Chamber of Commerce	54	54/7		Marine industry	The allocation of space for a world-class working marine industry on Auckland's waterfront, together with branding and marketing of this activity to attract international tourists and local visitors to the waterfront, needs to be integrated and considered as a single package in close consultation with the industry and its key stakeholders.
Auckland Regional Chamber of Commerce	54	54/8		Transport, car parking	Strongly recommend that all transport proposals for the development be reappraised from a business perspective. Concerned that significant limitations on the number of motor vehicles that can park on sites or visit during a working day can be adequately policed without causing considerable concern to businesses and residents. The marine industry areas especially require transport access that permits heavy vehicles (rigs) and large loads (super yachts). Unclear from the documents that the specific transport needs of all the various user groups and modes have been given particular attention.
Auckland Regional Chamber of Commerce	54	54/9		Transport - trams	Strongly recommend that a creative and innovative approach be taken in addressing transport solutions for access to and within the precinct. For example, an idea for tourists and residents is to include a circular tram track and service that connects to the CBD and Queen St.
Auckland Regional Chamber of Commerce	54	54/10		Development - precautionary principle	Strongly recommend that Auckland City and its stakeholder partners adopt a precautionary principle in confirming the various land use proposals. This allows for unknown factors including land contamination issues, future proposals for an iconic building or activity, costing and financial detail.
Auckland Regional Chamber of Commerce	54	54/11		Development - utilities, costs	The plan change should be supported by a schedule setting out information on numbers of additional residents/ businesses/ visitors that the area can support under existing utilities (water, wastewater etc) and/or the scale of service improvements that will be required and the likely cost.

Summary of Decisions Requested - **in Submitter Order** - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Auckland Regional Chamber of Commerce	54	54/12		Vision / outcome	There is nothing backing up the notion of 'iconic' spaces and structures. Each piece-meal development (Wynyard Quarter, Viaduct Harbour, CBD wharves) appears to be similar and lacking a distinctive feature or character.
Auckland Regional Chamber of Commerce	54	54/13		Design competition	Strongly recommends that before land use changes for Wynyard Point and CBD wharves are locked down, an international design contest to come up with ideas for transforming both areas and which also embraces Viaduct Basin should be undertaken.
Mr J Carapiet	55	55/1		Oppose whole plan change	Generally oppose the plan change but seek amendments as an alternative to its decline.
Mr J Carapiet	55	55/2		Open space	There needs to be a wide open space next to the water for common usage. The apartments are too close and too high. An alternative positioning for any apartment and commercial areas should be found to allow a park-like square with the potential as a focus for Auckland citizens and visitors.
Auckland Regional Transport Authority	56	56/1		Support for plan change - integration with District Plan modifications	Supports Plan Change 3 to ensure consistency between the proposed development in Wynyard Quarter. Seeks that the plan change be approved.
Committee for Auckland	57	57/1		Urban Design Framework	Urban design framework is robust, including marker buildings for height.
Committee for Auckland	57	57/2		Marine events centre	Visit destination reinforced by both visitor 'jewels', and activities and events - marine events centre, cultural facility on Jellicoe, icon facility on Point Park.
Committee for Auckland	57	57/3		Urban Design Framework	Mix of space favours residential - revisit potential for 'landmark' workplaces for a mix of people, vitality, and a vibrant economy.
Committee for Auckland	57	57/4		Urban Design Framework	Residential population unlikely to sustain retail uses needed to activate streets - so visit numbers essential - set visit numbers and mix for each stage.
Committee for Auckland	57	57/5		Urban Design Framework	Working population is also needed to sustain activities through the day and to grow Auckland's CBD - set targets for working population.
Committee for Auckland	57	57/6		Development	Establish benchmark for quality early on in the Te Wero precinct - consider benefit of site specific freeholding.
Committee for Auckland	57	57/7		Development	Establish return on investment to mitigate capital constraints of ARC/ACC - recoup costs of Te Wero bridge and apply this approach to catalyst projects.
Committee for Auckland	57	57/8		Development	Implement smaller stages to focus on doing the early projects very well and avoid spreading quality too thin eg Jellicoe stage 1a and 1b.
Committee for Auckland	57	57/9		Vision / outcome	Plan change should describe outcome (e.g. residents living in the Quarter, employees living/commuting), total visits include international visits.
Committee for Auckland	57	57/10		Vision / outcome, economy	Plan change should re-examine opportunity to grow Auckland/New Zealand economy.

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Committee for Auckland	57	57/11		Marine industry	Support space allocation to marine sector.
Committee for Auckland	57	57/12		Development - commercial activity	Plan change could reassess allocation to commercial uses in light of estimated growth of 20,000 jobs in CBD by 2040.
Committee for Auckland	57	57/13		Marine events	Waterfront axis - Support the concept of 6 (or more) magnet points to draw visitors to the west - this is a challenge - visit numbers will be essential to animate very generous spaces with a small resident population. Remember that events attract people as well as buildings and parks.
Committee for Auckland	57	57/14		Fishing and marine industry - marine events	Wharf axis - Support the creation of a working waterfront with cruise ships, fishing fleet and marine uses and events - these need to be reinforced by targets for people working, visiting and for those who might both live and work.
Committee for Auckland	57	57/15		Bridge	The Te Wero bridge will facilitate high quality development on the sites around its western abutment. This will complete the Viaduct Basin development.
Committee for Auckland	57	57/16		Marine events centre	The establishment of "jewels" (including the marine events centre, a cultural facility on Jellicoe and a Wynyard Point major international icon) that attract people is fundamental to the success of the precinct and for establishing its cultural uniqueness.
Committee for Auckland	57	57/17		Open space	The street network and public spaces must be agreed early so that the development of the sites in private ownership can continue.
Committee for Auckland	57	57/18		Development - flexibility in controls	The size of the precinct and the existing lease constraints mean that it will take many years to develop fully. In this time ideas will change so there is the need for flexibility in the controls of land use.
Committee for Auckland	57	57/19		Development - governance model	A sound governance model for leading, funding and managing the development of the precinct is fundamental for its success.
Ports of Auckland Ltd	58	58/1		Support for plan change	Supports the Plan Change, subject to an amendment to clause 25.5.25 (c).
Ports of Auckland Ltd	58	58/2		Support for plan change	The Plan change appropriately ensures that the long term needs of port related activities can be satisfactorily provided for.
Ports of Auckland Ltd	58	58/3	25.5.25(c)	Heights, views	Amend/reinstate clause 25.5.25(c) as follows: " <u>Where height is a condition not complied with</u> , the effect of any building or structure on views to and from the coastal marine area".
New Zealand Historic Places Trust	59	59/1	25.4.5, Appendix J	Urban design criteria - buildings on wharves	Supports the proposed addition to Policy 25.4.5 of the reference to urban design criteria in Appendix J. Seeks that the proposed amendment to 24.4.5 be retained.

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
New Zealand Historic Places Trust	59	59/2	25.4.6	Cultural heritage, character - views	Seeks that a new matter to have regard to be added to Policy 25.4.6 as follows: " <u>c. maintaining or enhancing views of heritage and/or character buildings, structures or features as identified in Cultural Heritage Schedule or character schedule; in the Auckland City District Plan - Central Area Section in Appendix 1 or Quarter Plan G; and/or by the NZHPT's Register of Historic Places, Historic Areas, Wahi Tapu or Wahi Tapu Areas</u> ".
New Zealand Historic Places Trust	59	59/3	25.4.11, 25.4.12	Cultural heritage - schedules	Seeks the retention of 25.4.11 and 25.4.12 regarding the preservation or protection of items in the Cultural Heritage Schedules.
New Zealand Historic Places Trust	59	59/4		Cultural heritage - studies	That wharves, landing facilities, associated features, such as bridges, and other port-related structures within the Port Management Areas (especially in the Wynyard Quarter) are assessed for inclusion in Cultural Heritage Schedule 1 or 2 and for protection, as part of this proposed plan change.
New Zealand Historic Places Trust	59	59/5		Cultural heritage, character - schedules	That consideration be given to creating a list or schedule to the Auckland Regional Plan: Coastal of character buildings, structures and features within the Port Management Areas in order to identify and protect those items that do not have significant cultural values but make an important contribution to the character of the streetscape and waterfront, as part of this proposed plan change.
New Zealand Historic Places Trust	59	59/6		Cultural heritage, character - assessment criteria	Include appropriate criteria for assessing character buildings, structures or features so that there are clear criteria for compiling and adding to this list or schedule (of character buildings, structures and features) in the future.
New Zealand Historic Places Trust	59	59/7	25.4.13(f)	Cultural heritage, character - non-port activities	Retain Policy 25.4.13(f) with the following amendment: "The use or development will, where appropriate, retain and reflect <u>the character and heritage values</u> of features and structures that demonstrate the heritage and history of the working waterfront, <u>as identified in Cultural Heritage Schedule 1 or 2 or any list or new schedule of character buildings, structures and features; and</u> " [Relates to consideration of new non-port activities in Port Management Areas].
New Zealand Historic Places Trust	59	59/8	25.7.8	Cultural heritage, character	Supports 25.7.8 (Principal Reason for Adopting). Seeks that 25.7.8 be retained but with the addition of the following new sentence: " <u>Some buildings, structures or features arising from the subdivision, use and development of the Port Management Areas contribute to the character of streetscapes and waterfronts, and should be protected from modification, damage or destruction</u> ".
New Zealand Historic Places Trust	59	59/9	25.5.2	Cultural heritage, character - schedules	Seeks that Permitted Activity Rule 25.5.2 be retained but with the following amendment: "25.5.2 <u>The erection or placement of sStructures and services ancillary to existing structures provided that they are not identified for preservation or protection in Cultural Heritage Schedule 1 or 2, or as an identified character building, structure or feature, or protected under the Historic Places Act 1993</u> ".

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
New Zealand Historic Places Trust	59	59/10	25.5.5	Cultural heritage, character - schedules	Seeks that Permitted Activity Rule 25.5.5 be retained but with the following amendment: "25.5.5 The maintenance, repair and reconstruction of any lawful structure or building in a Port Management Area, including demolition of internal walls, partitions and features, <u>provided for reconstruction activities that the structure or building is not identified for preservation or protection in Cultural Heritage Schedule 1 or 2, or is an identified character building, structure or feature, or protected under the Historic Places Act 1993</u> ".
New Zealand Historic Places Trust	59	59/11	25.5.6	Cultural heritage, character - schedules	Seeks that Permitted Activity Rule 25.5.6 be retained but with the following amendment: "25.5.6 The demolition or removal of any structure or building provided that it is not identified for preservation or protection in Cultural Heritage Schedule 1 or 2, <u>or is an identified character building, structure or feature, or protected under the Historic Places Act 1993</u> ".
New Zealand Historic Places Trust	59	59/12	25.5.18(b)	Cultural heritage, character - schedules	Seeks that Controlled Activity Rule 25.5.18 be retained but with the following amendment to standard and term b: "25.5.18b the proposed work shall not modify, damage, or destroy any site, building, ε place or area identified in Cultural Heritage Schedule 1 or 2, <u>or an identified character building, feature or structure, or protected under the Historic Places Act 1993</u> ".
New Zealand Historic Places Trust	59	59/13	25.5.25	Cultural heritage, character - schedules	Seeks that Restricted Discretionary Activity Rule 25.5.25 be retained but the following amendments and additional matter of discretion: "25.5.25(c) the effect of any building or structure on views to and from the coastal marine area, <u>including on buildings, structures and features identified in Cultural Heritage Schedule 1 or 2 or identified as a character building, structure or feature.</u> 25.5.25(h) the adverse effects on the heritage values or contribution to the character of the streetscape or waterfront of any new building, structure or features identified in Cultural Heritage Schedule 1 or 2 or identified as a character building, structure or <u>feature</u> ".
New Zealand Historic Places Trust	59	59/14	25.5.31	Cultural heritage, character - schedules	Seeks that the matters of discretion in Restricted Discretionary Activity Rule 25.5.31 (relating to new structures or buildings on Halsey Street Extension Wharf or Wynyard Wharf) be retained with the exception of point (d). Rule 25.5.31(d) should be amended as follows, if after assessment, either Halsey Street Extension Wharf or Wynyard is identified in Cultural Heritage Schedule 1 or 2 or is an identified character building, structure or feature: "25.5.31(d) the location, design and visual appearance of the structure or building and the extent to which it achieves the urban design criteria in Appendix J <u>and protects the character and heritage values of any buildings, structures or features identified in Cultural Heritage Schedule 1 or 2 or identified as character buildings, structures or features</u> ".

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
New Zealand Historic Places Trust	59	59/15	25.5.31	Cultural heritage, character - schedules, views	An additional matter of discretion should be added to Restricted Discretionary Activity Rule 25.5.31 as follows: <u>"25.5.31(l) the effects on views of heritage and/or character buildings, structures or features as identified in Cultural Heritage Schedule 1 or 2 or as identified character buildings, structures or features"</u> .
New Zealand Historic Places Trust	59	59/16		Cultural heritage, character - schedules, views	Seeks that a new rule and associated matters for discretion be introduced into Restricted Discretionary Activities for the erection or placement of new structures or buildings and the alteration, extension or reconstruction of any lawful structure or building on wharves (other than Halsey Street Extension Wharf and Wynyard Wharf) that have been identified as character structures or features. This should include the same matters for discretion as requested for Wynyard Wharf and Halsey Street Extension Wharf (protection of character and heritage values, and views of heritage or character buildings etc) and the need to be assessed against the urban design criteria in Appendix J.
New Zealand Historic Places Trust	59	59/17	25.5.40	Cultural heritage, character - schedules	Seeks that Rule 25.5.40 to be retained (Discretionary Activities - Activities which would modify or damage sites, buildings or places in Cultural Heritage Schedule 2).
New Zealand Historic Places Trust	59	59/18	25.5.46	Cultural heritage, character - schedules	Seeks that Rule 25.5.46 to be retained (Prohibited Activities - Activities which would modify or damage sites, buildings or places in Cultural Heritage Schedule 1).
New Zealand Historic Places Trust	59	59/19	25.8	Cultural heritage, character - schedules, views	Seeks that Anticipated Environmental Results at 25.8 be retained but with the following amendment and addition: "25.8.6 - An integrated change in use...that provides for an appropriate range of port activities, the development of appropriate commercial, <u>industrial</u> and entertainment activities... <u>25.8.7 - The maintenance and enhancement of cultural heritage values and character of any items identified in the Cultural Heritage Schedule 1 or 2 or identified character buildings, structures or features, and of important views of them"</u> .
New Zealand Historic Places Trust	59	59/20	28.1.3	Cultural heritage, character - America's Cup bases	Strongly supports the additional text in Introduction 28.1.3 regarding the recognition of the America's Cup bases on or near Halsey Street as important regional infrastructure, and seeks that this be retained.
New Zealand Historic Places Trust	59	59/21	28.1.3	Cultural heritage, character - America's Cup bases	Additional text should be added regarding the need to assess the original Team New Zealand Syndicate Building for protection as an identified character building, structure or feature and/or for inclusion in the Cultural Heritage Schedule 1 or 2. The building has national symbolic significance for yachting and has landmark qualities.

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
New Zealand Historic Places Trust	59	59/22	28.3	Cultural heritage, character - Port Management Area 2A and 2B, schedules	Seeks that the Objectives at 28.3 be retained but with the following additional objective: <u>"To maintain and enhance the heritage values and character of these Port Management Areas, as identified in Cultural Heritage Schedule 1 or 2 or in any list or additional schedule of character buildings, structures or features as well as of important views of them".</u>
New Zealand Historic Places Trust	59	59/23	28.4	Cultural heritage, character - Port Management Area 2A and 2B	Supports most of the proposed policies for the Viaduct Harbour and in particular supports Policy 28.4.13. Seeks that Policy 28.4.13 be retained but with the following amendment: "28.4.13 Buildings on wharves in Port Management Areas 2A and 2B (other than on the Western Viaduct Wharf) shall reflect <u>respect</u> their maritime context <u>and the character and heritage values of the wharves</u> , and shall be designed and located in accordance with the urban design criteria in Appendix J".
New Zealand Historic Places Trust	59	59/24	28.4.15 - 28.4.21	Marine events centre - America's Cup bases, cultural heritage, character	Supports most of the proposed policies for the Marine Events Precinct and seeks the retention of Policies 28.4.15 - 28.4.21. Also seeks the inclusion of an additional policy (if required following the assessment of the Original Team New Zealand Syndicate Building as part of this proposed Plan Change): <u>"The original Team New Zealand Syndicate Building in Halsey Street shall be retained and any new development affecting it shall avoid, as far as practicable, remedy or mitigate adverse effects on the character, heritage values and views of this building."</u>
New Zealand Historic Places Trust	59	59/25	30.3	Cultural heritage, character - Port Management Area 4A	Seeks that the Objectives in 30.3 regarding Port Management Areas 4A, 4B and 4C be retained but with the following additional objective added: <u>"30.3.8 - To maintain and enhance the heritage values and character of these Port Management Areas, as identified in Cultural Heritage Schedule 1 or 2 or in any list or schedule of character buildings, structures or features, as well as of important views of them".</u>
New Zealand Historic Places Trust	59	59/26	30.4.12	Cultural heritage, character - Port Management Area 4A	Seeks that Policy 30.4.12 be retained but with the following amendment: "30.4.12 - Building on wharves in Port Management Areas 4A shall <u>respect the character and heritage values of the wharves</u> , and shall be designed and located in accordance with the urban design criteria in Appendix J".
New Zealand Historic Places Trust	59	59/27	30.4.14	Cultural heritage, character - Port Management Area 4A, Wynyard Wharf	Seeks that Policy 30.4.14 regarding use and development of Wynyard Wharf be retained but with the following additional policy criterion: <u>"30.4.14(k) avoid, as far as practicable, remedy or mitigate adverse effects on the character and heritage values of Wynyard Wharf"</u> .
New Zealand Historic Places Trust	59	59/28	30.4.16	Cultural heritage, character - Port Management Area 4A	Seeks the retention of Policy 30.4.16 regarding use and development in Port Management Area 4A, other than on Wynyard Wharf, (in particular criterion (a)). Seeks the following additional policy criterion: <u>"30.4.16(f) avoid, as far as practicable, remedy or mitigate adverse effects on the character and heritage values of the wharves"</u> .

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Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
New Zealand Historic Places Trust	59	59/29	Appendix J	Cultural heritage, character - Appendix J	Seeks that Appendix J (urban design criteria for new developments on wharves) be retained, especially point 16 regarding supporting the integrity of the wharf structure and ecological environment, and point 19 regarding retaining character features and structures.
New Zealand Historic Places Trust	59	59/30	Appendix J	Cultural heritage, character - Appendix J	Seeks that an additional criterion be added to Appendix J (urban design criteria for new developments on wharves) as follows: <u>"Buildings and bridges and access structures should respect the heritage values and character of wharves that are identified in Cultural Heritage Schedule 1 or 2 or as identified character structures or features and not compromise their structural safety"</u> .
New Zealand Historic Places Trust	59	59/31	Appendix J	Cultural heritage, character - Appendix J	Amend text in Appendix J (urban design criteria for new developments on wharves), point 19 as follows: <u>"Where practicable, designs should retain and reflect character-features and structures of character and/or heritage value, such asRemoval of such structures, features or design details will need to be justified; and"</u>
New Zealand Historic Places Trust	59	59/32	Appendix J	Cultural heritage, character - Appendix J	Seeks that a new section be added to Appendix J (urban design criteria for new developments on wharves) as follows: <u>"Wharves identified in Cultural Heritage Schedule 1 or 2</u> <u>24. Wharves identified in Cultural Heritage Schedule 1 or 2 are subject to the provisions in Chapter 8 - Cultural Heritage"</u> .
Southern Spars	60	60/1		Fishing and marine industry	Particularly concerned with the failure of the Change appropriately and adequately to respond to and provide for existing fishing and marine industry activities and opportunities for growth and development of those activities.
Southern Spars	60	60/2		Fishing and marine industry - berthage requirements	Concern that the fishing and marine related industries require access to coastal berthage for lay up berthing, servicing and maintenance operations. There is currently no suitable alternative location in the Auckland Region for the Auckland based fishing industry.
Southern Spars	60	60/3		Fishing and marine industry - ability to stay and expand	The Change, in conjunction with the contemporaneous planning initiatives notified by the Auckland City Council continues the process of the Auckland fishing industry being compressed into a relatively small and constrained area within and around Viaduct Harbour, but does not provide appropriately for the industry to remain let alone for key participants to expand operations.
Southern Spars	60	60/4		Fishing industry - Viaduct Harbour	Concerned that the proposed provisions weaken or seek to delete the statements in the Coastal Plan regarding the role of the fishing industry in the Viaduct Harbour area and the importance of the area to the fishing industry.
Southern Spars	60	60/5		Fishing and marine industry - safeguard the industry	Concern that the Change does little to safeguard the place of the fishing and marine industries within the Viaduct Harbour and around the Western Reclamation.

Summary of Decisions Requested - in Submitter Order - Auckland Regional Plan: Coastal, Proposed Plan Change 3, Wynyard Quarter

Submitter	Sub No	Point	Plan Chapter / Section	Topic / Issue	Decision Requested
Southern Spars	60	60/6		Fishing and marine industry - fishing industry access to PMA 2B	Concern that the proposed provisions envisage the relegation of the marine industry (but without mentioning the fishing fleet) to a new Port Management Area 2B. No mechanisms are provided to ensure that the fishing industry will have access to that area or will physically be able to use it.
Southern Spars	60	60/7		Fishing and marine industry - giving events priority	Concern that the provisions inappropriately seek to reverse the onus on incoming land activities to be compatible with marine activities and give events priority over the fishing industry and other port activities in the Viaduct Harbour.
Southern Spars	60	60/8		Fishing and marine industry - compatibility of incoming activities	Concern that the provisions inappropriately seek to promote and provide for activities compatible with residential, commercial, tourist and event activities around and within the Viaduct Harbour instead of ensuring that incoming activities are compatible and respect the requirements of the fishing industry and other marine activities.
Southern Spars	60	60/9		Fishing and marine industry - restriction of berthage areas	Concern that the proposed provisions may have the effect of restricting the fishing and marine industries to berthage areas that are not needed for events and may gradually push those industries out of the area as the Western Reclamation and Halsey Street Reclamation are developed.
Southern Spars	60	60/10		Oppose whole plan change	Seeks that the Change be withdrawn or disallowed in its entirety.