

**Proposed Variation No. 15: Subdivision
Connectivity, Heritage, Special Provisions in New
Growth Areas and Miscellaneous Provisions**

HAMILTON CITY COUNCIL PROPOSED DISTRICT PLAN NOVEMBER 2001 (REFERENCES VERSION)

Variation No. 15: Subdivision Connectivity, Heritage, Special Provisions in New Growth Areas and Miscellaneous Provisions

Purpose of the Variation

Variation No. 15 proposes a number of amendments that are designed to align the Plan with recent Council policy and approach and to deal with a number of minor errors or inconsistencies. These are explained in more detail below.

The amendments fall into four parts:

- PART A: Amendments relating to Subdivision Connectivity affecting Policy Sections 4.2 and 4.4 and Rule Sections 6.2, 6.3 and 8.0.
- PART B: Amendments relating to the Heritage Items Overlay affecting Policy 7.1 Built Heritage and Rule Section 2.3
- PART C: Amendments relating to the special provisions for commercial and community development in new growth areas affecting Rule 4.1.1 e)
- PART D: Minor amendments relating to miscellaneous provisions affecting Appendices 2.2-I and 2.4-I, Rule 5.1 and Planning Maps 11 and 11a.

Part A: Amendments Relating to Subdivision Connectivity

The process of land subdivision is the first stage in developing the City's form and sets the pattern for subsequent built development. Any deficiencies in the level of connectivity and permeability established at this stage are extremely difficult to correct later on as land ownership becomes more fragmented and built development begins to take place.

The new City Design Strategy for Hamilton – CityScope- offers the opportunity to influence the design of subdivisions towards a more sustainable pattern of development, in particular, the potential for better connectivity within and between subdivisions. District Plan monitoring indicates that whilst connectivity is being achieved with collector roads, this should extend further down the roading hierarchy to include the local road network. By recognising and emphasising the importance of accessibility and connectivity in the layout of the local roads, Council can promote an enhanced sense of identity within urban areas and improve access to community facilities and/or alternative transport options.

Policy Section 4.0: Development Environment, of the Proposed District Plan sets out the current policy framework concerning Future Urban Areas, Transportation and Accessibility, Network Utilities and Subdivision and Development of Land. A review of Part 1.0 of the Plan highlights several areas where the urban design principles of connectivity and accessibility can be more consistently applied in the District Plan's Objective and Policy framework to promote a more integrated planning approach to the subdivision of land.

Consequential amendments to the Rules and Performance Standards of the Plan relating to subdivision are proposed so that the Performance Outcomes for Subdivisional Planning apply to all residential streets, both Collector and Local Roads (including cul-de-sacs) thereby effecting higher levels of local road connectivity.

Changes to Rule 6.2.1: Subdivisional Planning will require a concept plan to be submitted for all subdivisions which create 10 or more allotments (the District Plan currently only requires this

when 50 or more allotments are proposed) and require the provision of more detailed information in respect of the proposed layout.

By incorporating greater specificity into the Rules Council will have the ability at the time of subdivision consent to require better connectivity between local roads within a subdivision and from one subdivision to another. The proposed amendment will secure better design outcomes.

Subdivision guidance (shown in Attachment A to the Proposed Variation) will be incorporated into the Plan as design guidance supporting the General Provisions under Rule 6.2.2: Consideration of Subdivision Proposals.

The approach advocated above will give rise to significant improvements in the form of subdivisions that are ultimately approved by Council. It also represents an implementation of the aspirations of CityScope and of Council's commitment to promoting best practice. Furthermore, the existence of guidance notes will help improve the Plan's administrative efficiency.

Part B: Amendments Relating to the Management of Heritage Items Identified in the Heritage Items List

Prior to its amendment in 2003 the Resource Management Act did not contain a definition of heritage and the only protection afforded to it was under Section 7 'Other Matters' where local authorities were required to have regard to heritage. As a result of the 2003 amendments historic heritage was elevated to 'Matters of National Importance' (Section 6 of the Act). The wording of this section makes it incumbent upon Council 'to recognise and provide for' this issue. This will have the effect of giving more emphasis and certainty to the management of heritage items within the District Plan.

The Heritage Items Overlay within the Plan is set out as a five tier ranking hierarchy with graduated rules applying to a range of activities which have the potential to affect the heritage value of items. This system was developed prior to the 2003 amendment and does not currently reflect the greater importance given to heritage. The proposed amendments under Part B of Variation No. 15 are aimed at incorporating within the Plan the new status of heritage under the Act and improving clarification and consistency within the Heritage Overlay. The effect of this will be to bring more proposals within the scope of control.

A number of minor changes have been proposed relating to the objectives and policy section of the Plan. A more discretionary approach is proposed giving a greater level of importance to retaining the city's heritage, however the five tier system already established allows the items to still be assessed according to priority. Several changes are also proposed within the Heritage Items Overlay for clarification and consistency.

The philosophy underpinning the proposed variation recognises that while it is important to avoid the demolition or relocation of heritage items, a balance must still be maintained which gives some flexibility towards the owner. Retaining the five tier system of prioritisation allows the Plan to do this and it is envisaged the proposed amendments will provide a workable balance in this regard.

PART C: Amendments Relating to Special Provisions for Commercial and Community Development in New Growth Areas

This rule was included within the Residential Zone provisions to provide flexibility for the market to provide commercial and community facilities within new growth areas. Provided certain size and location criteria are met, the zone provisions are substituted by either the Suburban Centre or Community Facilities Zone depending on the type of activity proposed. The effect of this enables relatively large-scale commercial developments to proceed as permitted activities at key locations within growth areas.

Experience since the Proposed District Plan was released in 2001 suggests strongly that this level of flexibility undermines the urban design concepts promoted in structure plans and has the potential to generate poor planning outcomes. This is especially critical given that Council is now taking a proactive approach to the provision of community and commercial facilities in growth areas through the preparation of structure plans that detail how these services should be provided in an area, and through partnerships with stakeholders and landowners to achieve better design outcomes.

Rule 4.1.1 e) therefore potentially conflicts with Council's new approach to the planning of the City's growth areas and should, as a consequence, be removed from the Plan.

Part D: Minor Amendments Relating to Appendices 2.2-I and 2.4-I, Rule 5.1 and Planning Maps 11 and 11a

Over time changes occur through the actions of council, developers and landowners which necessitate changes being made to the Plan and Planning Maps. In addition, the operation of the Plan brings to light minor errors or inconsistencies which require correction to ensure that the Plan and Planning Maps continue to operate as effectively and efficiently as possible.

Part D of Variation No. 15 recognises a number of these types of changes and in doing so promotes the accuracy of the Plan. The amendments can be summarised as follows:

- Updating and correcting information relating to the significant trees register and Frankton Heritage Precinct; and
- Amendments to clarify and correct errors in the Planning Maps

Part A: Amendments Relating to Subdivision Connectivity

1.1.1 Policy 4.2 Transportation and Accessibility; Introduction and Issues

Amend Policy 4.2 by inserting the following new issue as the last bullet point:

- 'Relationship between Subdivision Layout and roading design

The predominant form of suburban subdivisions has resulted in a curvi-linear street pattern, with a large number of cul-de-sacs and few through streets. This has implications for the integration of suburbs and communities and increases reliance on motor vehicles. Amenity values are reduced for these communities in terms of longer car trips to access services outside the immediate neighbourhood area and the discouragement of walking and cycling because of the travel distances involved.'

1.1.2 Policy 4.2; Objective 4.2.4 impacts of the Transport Network; Policies

Amend Policy 4.2.4 d) by deleting the words 'and location and replacing them with 'in locations'

Amend Objective 4.2.4 by inserting the following as Policy e):

'promote the integration and connectivity of the transport network to ensure a well-connected movement system that provides a choice of transport routes and modes including public transport and facilities for pedestrians and cyclists.'

1.1.3 Policy 4.2; Objective 4.2.4; Reasons

Amend Objective 4.2.4 by inserting the following as paragraph four under 'Reasons':

'The adverse effects of transport activities and the transport network on amenity values and the environment can be avoided, remedied or mitigated where land use activities and transport networks are integrated to enhance people's accessibility throughout the City. The transport network (including roads, public transport routes and nodes, cycleways, pedestrian ways and the river) needs to be designed as an integrated network to ensure the sustainable management of the City's urban infrastructure and to provide sufficient design capacity for all modes of transport'

1.1.4 Policy 4.2; New Objective 4.2.4 A Urban Design and Connectivity

Amend Policy Section 4.2 by inserting the following Objective 4.2.4A:

4.2.4 A Urban Design and Connectivity

<u>To achieve an integrated and sustainable transport network</u>

Policies:

- a) To recognise and provide for a choice of sustainable transport nodes and routes within the City Road Hierarchy.
- b) To ensure a high level of accessibility, connectivity and permeability within the transport network and between surrounding neighbourhoods to enhance neighbourhood amenity values.
- c) To improve the design and integration of access within any new subdivisions.
- d) To ensure the design and appearance of public space, (which includes all elements of the roading corridors), enhances the amenity values of adjoining neighbourhoods.
- e) To develop a legible and understandable City Road Hierarchy through road design and layout, construction, streetscape and landscape treatments.'

Reasons:

The efficient location and layout of roads contributes to the establishment of an integrated and sustainable transport network. A well-designed transport network meets the needs of its users and promotes access for all modes throughout the City. This is principally achieved through the provision of well-connected roads that are capable of supporting a viable public transport network including provision for cyclists and pedestrians. The vitality and vibrancy of the City can be enhanced by incorporating urban design principles into the design of roading infrastructure recognising that these are shared public spaces that contribute to the City's identity.

An integrated transport network helps to avoid, remedy or mitigate the adverse effects of the roading network on the environment and on the community's amenity values by reducing travel distances to facilities, minimising car usage and pollution.

1.1.5 Policy 4.2; Methods; District Plan

Amend Policy Section 4.2 by inserting the following new method as the seventh bullet point:

- **Subdivision Design Guide** – will be used to provide an interpretation of Assessment Criteria and Performance Outcomes in relation to residential subdivision: layouts and roading design. The Guidance explains and illustrates the urban design principles of connectivity and permeability.

1.1.6 Policy 4.4 Subdivision and Development of Land; Introduction and Issues

Amend Policy 4.4 by inserting the following as the seventh bullet point:

- **Subdivisional design; connectivity and permeability.** Well-designed subdivision of land and buildings is integral to the sustainable management and development of land. The predominant form of suburban subdivisions has resulted in a curvilinear street pattern, with a large number of cul-de-sacs and poor interconnectivity. This form of development has implications for community

integration and increases reliance on motor vehicles. By recognising and promoting connectivity and permeability in subdivision design, better linkages within and between adjoining neighbourhoods and more sustainable forms of development can be achieved.

1.1.7 Policy 4.4; New Objective 4.4.4 Subdivision design; connectivity and permeability:

Amend Policy Section 4.4 by inserting the following as Objective 4.4.4:

Objective 4.4.4 Subdivisional Design; Integration, Permeability and Connectivity

To achieve high levels of connectivity and permeability in all subdivision thereby contributing to integrated and sustainable urban development.

Policies

- a) Ensure a high level of accessibility, connectivity and permeability within the transport network and between surrounding neighbourhood subdivisions to enhance neighbourhood amenity values.
- b) Recognise and provide for a choice of sustainable transport nodes and routes within the Road Hierarchy, including linkages for pedestrians and cyclists.

REASONS

The process of land subdivision and development leads to the establishment of activities requiring access to the City's transport network. It is important to ensure that increases in vehicle movements do not reduce neighbourhood amenity values. The design of subdivisions should therefore recognise and provide for a range of transportation modes to meet a community's needs in as sustainable manner as possible. Council requires concept plans for all subdivisions creating ten or more allotments. The purpose of these is to secure better community integration in terms of road connectivity to adjoining development and public facilities including public transport nodes, as well as linkages for pedestrians and cycleways. By recognising the importance of connectivity and permeability for all modes of transport in the design of subdivisions Council is able to secure more integrated and sustainable urban development in the City.

1.1.8 Policy 4.4; Methods; District Plan

Amend Policy Section 4.4 by inserting the following as the second bullet point under 'District Plan':

- Subdivision Design Guide – will be used to provide an interpretation of Assessment Criteria and Performance Outcomes in so far as they relate to

subdivision for residential purposes. Guidance will include an explanation of and illustration of the urban design principles of connectivity and permeability.

1.1.9 Rule Section 6.0 Subdivision and Development; Rule 6.2 Subdivisional Planning; Rule Statement

Amend Rule 6.2 by inserting the following as the third sentence of Paragraph two under 'Rule Statement':

'The rules specifically implement the urban design principles of connectivity and permeability in subdivision design with the aim of enhancing people's accessibility at both a citywide and neighbourhood level.'

1.2.0 Rule Section 6.0; Rule 6.2; Expected Outcome

Amend Rule 6.2 by inserting the following after the words '...with the City's transport network':

'through the interconnectivity and permeability of roads, pedestrian accessways, cycleways, public reserves and green corridors'

1.2.1 Rule Section 6.0; Rule 6.2.1; Rule 6.2.1 a) Provision of Concept Plans

Amend Rule 6.2.1 a) by making the following deletions and additions:

Where any single or staged subdivision for residential purposes would result in the creation of more than ~~1050~~ allotments, then ~~the application shall~~ part of the application for resource consent, the subdivider shall provide ~~be accompanied by a subdivision concept plan. The subdivision concept plan shall~~ which demonstrates how the various requirements of Rule 6.2 will be met and the relevant performance assessments will be satisfied. ~~and it~~ In particular the plan shall show:

- The general pattern of land use and the relationships between the residential development and the commercial, community and recreational opportunities existing or planned in the locality
- The transportation linkages serving both the development and the wider area including arterial, ~~and~~ collector and local roads, existing or potential bus routes, and cycle and pedestrian facilities.
 - A subdivision concept plan shall specifically include the following information:
 - The location and width of proposed roads and carriageways
 - The location and dimension of public reserves
 - The location and dimension of pedestrian accessways and cycleways
 - The intended use of each lot in the subdivision and the ways in which the subdivision will integrate with all neighbouring sites either as already developed or as proposed in accordance with existing resource consents
- Any significant natural features, any natural hazards and physical constraints, any significant infrastructural services and facilities, and the availability of trunk infrastructural services.

~~Such a~~The concept plan shall be prepared by the applicant in consultation with Council officers as necessary and other stake holders prior to completing detailed subdivision proposal for the resource consent. Council officers shall use the concept plan to assess the subdivision application and will as necessary require compliance with the concept plan for subdivision through conditions of consent and consent notices. The objectives and policies set out in 4.2.4A and 4.4.4 will be considered when assessing the application.

1.2.2 Rule Section 6.0; Rule 6.2.2; Rule 6.2.2 a) General Provisions

Amend Rule 6.2.2 a) i) by deleting the words 'good subdivisional design practice' and replacing them with the words 'Good Subdivision Design Guidance is contained in Rule Section 10.0'

Amend rule 6.2.2 a) ii) by inserting the following as the second bullet point:

- Be consistent with the principles illustrated in Design Guidance contained in Rule Section 10.0

1.2.3 Rule Section 6.0; Rule 6.2.2 d) Transport Network

Amend Rule 6.2.2 d) i) by deleting the words 'Good subdivisional design' and replacing them with the words 'The Guidance contained in Rule Section 10.0'

Amend Rule 6.2.2 d) ii) by inserting the following as the first and fifth bullet points, consecutively:

- Consideration of the design principles of connectivity and permeability to existing or planned adjoining subdivision, local facilities and transport nodes
- Local road linkages

1.2.4 Rule Section 6.0; Rule 6.2.3; Rule 6.2.3 a) Accessibility

Amend Rule 6.2.3 a) by inserting the following as clause (v):

'A well-connected and permeable local movement system which incorporates pedestrian and cycleway routes and provision for public transport nodes.'

1.2.5 Rule Section 6.0; Rule 6.2.4 k) Transport Network

Amend Rule 6.2.4 k) i) by inserting the words 'and local' after the word 'collector'

Amend Rule 6.2.4 k) ii) by making the following deletions and additions:

ii) Accessibility within residential areas should be achieved through the establishment of effective vehicle, pedestrians and cycle connections between adjoining subdivisions that facilitates convenient movements, improves access and amenity ~~and; reduces road length, and minimises the connections required between the local and collector road networks.~~

1.2.6 Rule Section 6.0; Rule 6.2.4 l) Roading Layout

Amend Rule 6.2.4 l) by inserting the following as Clause vii):

'Avoid isolation of land within a subdivision from adjoining land by providing linkages to local roads and for enhanced connectivity between subdivisions.'

1.2.7 Rule Section 6.0; Rule 6.3; Performance Assessment; Rule 6.3.6 a) General Criteria

Amend Rule 6.3.6 a) l) by deleting the reference to 'Rule 6.2' and replacing with 'Rule 6.2.3'

Amend Rule 6.3.6 a) v) by inserting the following at the end of the Clause:

' and to the design principles of connectivity and permeability in minimising the effects of transport activities on the environment.'

1.2.8 Rule Section 6.0; Rule 6.3.7 Assessment Criteria for Restricted Discretionary and Discretionary Activities; Rule 6.3.7 a) General Criteria

Amend Rule 6.3.7 a) iv) by inserting the following at the end of the Clause:

'The design principles contained in the Guidance set out in Rule Section 10.0'.

1.2.9 Rule Section 8.0 Definitions

Amend Rule Section 8.0 by inserting the following as the definition of 'Connectivity' below 'Clubrooms':

'**Connectivity** – connectivity in terms of subdivisional planning, means the ability to provide a well-connected local movement system which makes connections to adjoining land, local facilities and surrounding neighbourhoods through interconnectivity of the local road, pedestrian and cycle networks.

NB, For further illustrated advice on what constitutes connectivity refer to Rule Section 10.0

Amend Rule Section 8.0 by inserting the following as the definition of 'Good Subdivision Guidance' below 'General Recreation':

'**Good Subdivision Guidance** - means written or illustrative material contained in Council documentation. This may include Guidance contained in Rule Section 10.0, the Hamilton City Development Manual, Best Practice Design Guides or other educational material prepared by Council.'

Amend Rule Section 8.0 by inserting the following as the definition of 'Permeability' below 'Performance Assessment':

'Permeability - the extent to which an environment provides choice and ease of movement through it, from place to place. The starting point for a permeable development is the existing system of links into and through the site from the surrounding neighbourhood.'

1.3.0 Rule Section 10.0 Design Guidance

Amend Rule Section 10.0 by inserting the following Rule Statement:

Rule Statement

The purpose of this Rule is to provide Design Guidance that helps to secure development outcomes which are based on sound urban design principles and promotes the enhancement and protection of distinctive areas within the City. The Design Guidance complements the framework of Objectives, Policies and Rules contained within the Plan, and amplifies Performance Outcomes and Assessment Criteria. The Council will be preparing the following types of Design Guidance:

- City-Wide Design Guides
- Area Specific Design Guides; and
- Topic Specific Design Guides.

This Rule provides Design Guidance on the following:

- Hayes Paddock
- Subdivision

Amend Rule Section 10.0 by inserting 'Subdivision Design Guidance' as per Attachment A.

Part B: Amendments to Heritage Item Provisions

2.1.1 Policy 7.1 Built Heritage; Objective 7.1.1 Heritage Items; Policies

Amend Policy 7.1 by making the following deletions and additions to Policies b) and c):

b) Avoid the demolition or relocation of ~~all outstanding and highly significant~~ heritage items listed within the Heritage Items Schedule in Appendix 2.3-II to retain heritage values in the city.

~~c) Control demolition of heritage items of significant heritage value to ensure that heritage values are maintained.~~

2.1.2 Policy 7.1; Objective 7.1.1; Reasons

Amend Policy 7.1 by making the following deletions and additions to Paragraphs three and four under 'Reasons':

The demolition of heritage items results in complete loss of associated heritage values. The aim of the plan is to minimise the loss of ~~any outstanding and highly significant~~ heritage items listed within the Heritage Items Schedule in Appendix 2.3-II. Demolition of ~~outstanding and highly significant these~~ items will only be justified in exceptional circumstances (eg: where the item is unsafe or the owner will suffer unreasonable hardship). The plan also aims to retain the heritage value of items of significant and recognised heritage value and discourages demolition of these items without sound justification. ~~For buildings of less significance, the retention of buildings will be encouraged, but demolition will not be prevented.~~

Inappropriate additions or major alterations to heritage items also have the potential to destroy or degrade the heritage values of heritage items. Because of this, the plan ~~manages controls~~ major additions and alterations on a case by case basis. However the plan allows minor or routine maintenance and repair as of right to enable items to be maintained. The plan also only deals with protecting the exterior of heritage items from unsympathetic changes. Changes to the interior are not controlled as they are considered necessary to make buildings workable.

2.1.3 Rule Section 2.0; Rule 2.3 Heritage Items Overlay; Means of Compliance

Amend Rule 2.3 by deleting the following from Paragraph two under 'Means of Compliance':

The activity status of a Permitted or Controlled Activity may be altered from the activity list below where the activity cannot meet one or more of the standards in this rule. For clarification of activity status see Rule 2.3.3 – Failure to Meet Standards.

2.1.4 Rule Section 2.0; Rule 2.3; Advisory Note

Amend Rule 2.3 by deleting the word 'development' from Paragraph two under 'Advisory Note' and replacing it with 'resource consent application'.

2.1.5 Rule Section 2.0; Rule 2.3.1 a) Permitted Activities

Amend Rule 2.3.1 a) by deleting the words 'provided they comply with the standards in Rule 2.3.2' underneath 'a) Permitted Activities'.

2.1.6 Rule Section 2.0; Rule 2.3.1 b) Controlled Activities

Amend Rule 2.3.1 b) by making the following additions and deletions:

The following activities are Controlled Activities provided they comply with the standards in Rule 2.3.2 and will be controlled in respect of the matters identified.

- ~~□ Demolition of the exterior of any heritage item ranked C in Appendix 2.3-II~~
~~-with respect to the quality of the material provided as a record of the item~~
- ~~□ Alterations or additions to the exterior of any heritage item ranked B or C in Appendix 2.3-II~~
 - ~~- with respect to design and external appearance of buildings~~
- Accessory buildings or new buildings within the site of any heritage item ranked A in Appendix 2.3-II
 - with respect to design and external appearance of buildings, and streetscape visibility.
- Exterior lighting attached to any heritage item in the Heritage Items Schedule (Appendix 2.3-II)

2.1.7 Rule Section 2.0; Rule 2.3.1 c) Discretionary Activities

Amend Rule 2.3.1 c) by making the following deletions and additions:

The following activities are Discretionary Activities:

- Erecting, constructing, painting or extending a sign in association with any heritage item ranked A+ or A in Appendix 2.3-II
- ~~Exterior lighting attached to any heritage item ranked A+ or A in Appendix 2.3-II~~
- Relocation of any heritage item ranked A, B or C in Appendix 2.3-II
- Alterations or additions to the exterior of any heritage item in the Heritage Items Schedule ranked A+ or A in Appendix 2.3-II
- Accessory buildings or new buildings within the site of any heritage item ranked A+ in Appendix 2.3-II
- Demolition of ~~the exterior of~~ any heritage item ranked B or C in Appendix 2.3-II

2.1.8 Rule Section 2.0; Rule 2.3.1 d) Non-Complying Activities

Amend Rule 2.3.1 d) by deleting the words 'the exterior of' from the first bullet point.

2.1.9 Rule Section 2.0; Rule 2.3.2 General Standards

Amend Rule 2.3.2 by deleting the Rule in its entirety and replacing it with the following:

2.3.2 Application Requirements – demolition of buildings

Any application to demolish any heritage item listed in the Heritage Items Schedule in Appendix 2.3-II as a Discretionary Activity shall be accompanied by a Heritage Record. The record shall include the following matters:

- A photographic record of the interior and exterior of the item; and
- Any land title records; and
- Any structural architectural plans; and
- Building or site survey plans which currently exist relating to the item

2.2.0 Rule Section 2.0; Rule 2.3.3 Failure to Meet Standards

Amend Rule 2.3.3 by deleting the Rule in its entirety.

2.2.1 Rule Section 2.0; Rule 2.3.4 a) Quality of Information provided as a Record of a Heritage Item

Amend Rule 2.3.4 a) by deleting the Rule in its entirety.

2.2.2 Rule Section 2.0; Rule 2.3.4 b) Design and External Appearance of Buildings

Amend Rule 2.3.4 b) by inserting the following as subsection iv):

iv) Exterior lighting should be in keeping with the architectural style of the building to which they relate

2.2.3 Rule Section 2.0; Rule 2.3.5 Assessment Criteria

Amend Rule 2.3.5 by making the deletions and additions as follows:

2.3.5 Assessment Criteria —~~Restricted Discretionary and~~ Discretionary Activities

~~Restricted Discretionary Activities will be assessed only in respect of the subject matter of the standard with which the activity was unable to comply.~~

Discretionary Activities will be assessed against, but not limited to, the assessment criteria below.

2.2.4 Rule Section 2.0; Rule 2.3.5 a) General Criteria

Amend Rule 2.3.5 a) by making the following additions within subsection iii):

iii) Whether the proposed work is necessary. In the case of demolition of A+ or A ranked heritage items, it is expected that these reasons would be extraordinary, for example: for safety or if retaining the item would cause unreasonable financial hardship on the owner. In the case of demolition of B and C ranked heritage items, it is expected that there would be a compelling reason for demolishing the item.

Part C: Amendments relating to Special Provisions for Commercial and Community Facilities within the New Growth Areas

3.1.1 Rule Section 4.0; Rule 4.1.1 e)

Amend Rule 4.1.1 e) by deleting it in its entirety.

Part D: Amendments to Miscellaneous Provisions (Extracts Provided in Attachment B)

4.1.1 Appendix 2.2-1 Significant Trees Register

Amend Appendix 2.2-1 by removing Tree 18.2 Red Oak from the Significant Trees Register.

4.1.2 Appendix 2.4-1 Frankton Railway Village Heritage Precinct

Amend Appendix 2.4-1 by including Lot 1 DPS 82739 within the Frankton Railway Village Heritage Precinct Overlay.

4.1.3 Rule 5.1.1 j) Residential Activities Adjoining Major and Minor Arterial Roads

Amend Rule 5.1 j) by removing the word 'adjoining' in the sub header and sub section i) and replacing with 'adjacent to'.

4.1.4 Planning Maps 11 and 11a

Amend Planning Maps 11 and 11a by removing the 'proposed road closure' notation from Sec 2 SO 66140, Sec 1 SO 60801, Sec 1 SO 60800 and Sec 1 SO 60799.