

Chapter: PA – Public Access

Feed-back No.	Section	Sub-section	Feedback	Relief sought
137.21	PA – Public access	General	<i>I support the Objective PA-01 and the Policies PA-P1 to P5, also Rule PA-R1.</i>	Retain
143.47	PA – Public access	General	<p><i>Public access</i></p> <ul style="list-style-type: none"> • <i>Provides for design criteria and thresholds for when public access to be provided along waterway edges (refers to CMA and scheduled of other areas).</i> • <i>Support in principle but has doubts regarding effectiveness of provisions</i> • 	<ul style="list-style-type: none"> • [REDACTED] support the identification of where the Council wishes to see public access networks expanded (presumably in lieu of a separate policy document). However, the specific mechanisms for requiring access to be provided (inclusive of threshold scenarios) are queried, and it is unclear whether these supplant or are complementary to esplanade area provisions relating to subdivision consents. • Irrespective, it is unclear how the thresholds for providing public access in a development link to the need to provide public access (i.e. what is the causal link between the thresholds and the need for public access to be provided).
158.24	PA – Public access	General	<p><i>Public Access</i></p> <p>1. <i>We understand that there is a general intention not to require public access within the Port, which [REDACTED] [REDACTED] supports. We support PA-P5 where it states that public access may be limited for protecting the performance, maintenance and operation of essential structures and significant infrastructure. PA-R1 is slightly contradictory however, in that it references the Coastal Marine Area (which includes the Port) and SCHED-12 (which excludes the Port). The reference to Coastal Marine Area also needs to exclude the Port. SCHED-12 excludes that part of the Port between Unwin Street and Eastern Mole extension. It is unclear whether that is intended only to include the inner harbour, or whether it would also apply to the eastern side of the Mole. Given the Port activities on the northern half of the Mole north of Talbot Street, and including activity that periodically requires the blocking of public access along Port land in that area for public safety reasons, [REDACTED] preference is that the area of the Eastern Mole north of Talbot Street should also be excluded from the public access requirements.</i></p>	review in relation to Port