

# The Proposed Auckland Unitary Plan (notified 30 September 2013)

## 1.1 Boat Building

### 1. Activity table

The following table specifies the activity status of activities in the precinct.

Activity	Activity Status
<b>Accommodation</b>	
Workers accommodation	P
<b>Commerce</b>	
Marine retail	RD
<b>Industry</b>	
Marine industry	P
Repair and maintenance and services	P
<b>Development</b>	
Boat launching facilities	P
Demolition or removal of buildings	P
Erection, addition to or alteration of buildings and accessory buildings for permitted activities	P
Marine and port facilities	RD
<b>Subdivision</b>	
Subdivision	D

### 2. Development controls

- Any permitted activity that does not comply with the controls specified in clauses 2.1-2.5 below, and is not specified elsewhere in this precinct, is a discretionary activity.
- The development controls applying in the precinct are specified below.

#### 2.1 Height

- Buildings must not exceed 9m in height.

#### 2.2 Height in relation to boundary

- No part of any building may exceed a height equal to 2.5m plus the shortest horizontal distance between that part of the building and any site boundary, where the boundary is adjacent to a Residential or Public Open Space zone.

#### 2.3 Yards

Table 1

Front	5m Yards are not required for internal roads or service lanes
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Rear	7.5m where a rear boundary adjoins a Residential or Open Space zone or a reserve vested in council
Side	7.5m where the side boundary adjoins a Residential or Open Space zone or a reserve vested in council
Riparian/coastal protection yard	20m from the edge of a river where a boundary adjoins a river

1. Front, side and rear yards must be fully planted with trees, shrubs and ground cover plants within and along the full extent of the yard to provide a layered and densely planted visual buffer. Planting must include specimen trees that:
  - a. are a minimum of pB95 at the time of planting
  - b. are spaced at a minimum of one every 5m along the full length of the yard.
2. Goods, materials, refuse or refuse containers must not be stored in a yard.
3. No activity other than boat building, boat maintenance or repair, boat recovery or loading or unloading of cargo must be undertaken in a yard adjoining a river.

### 2.4 Building coverage

1. Maximum building coverage: 20 per cent.

### 2.5 Storage and screening

1. Any outdoor storage or refuse disposal areas that directly face and are visible from a road, residential, open space or special purpose zone must be screened from those areas by a solid wall not less than 1.8m high.

## 3. Assessment - Restricted discretionary activities

### 3.1 Matters of discretion

For activities and development that is a restricted discretionary activity in the Boat Building precinct, the council will restrict its discretion to the following matters.

Activity	Construction or works methods, timing and hours of operation	Location, extent, design and materials	Public access, navigation and safety	Consent duration	Traffic and parking	Marine retail
Marine retail				X	X	X
Marine and port facilities	X	X	X		X	X

### 3.2 Assessment criteria

The council will consider the relevant assessment criteria below for the restricted discretionary activities listed above.

1. Construction or works methods, timing and hours of operation
  - a. Construction or works methods should avoid, remedy or mitigate adverse effects, on water quality

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and sedimentation, marine mammals, bird roosting, nesting and feeding, and recreational users of the CMA.

- b. Construction or works hours of operation should be limited to minimise effects of noise and disruption on existing activities, and on nearby residential and public open space areas.
2. Location, extent, design and materials
    - a. Any development should be of a scale, design and materials and be located so that it remedies or mitigates adverse effects on the coastal environment and adjacent residential and public open space zoned land, particularly the following:
      - i. the natural character of the coastal environment and coastal processes
      - ii. effects on the recreational, visual, amenity and ecological values in the locality
      - iii. effects on historic heritage values in the locality and any landscape elements and features
      - iv. effects on existing activities in the CMA and on adjacent land including ongoing operational noise and lighting effects
      - v. the provision of shore-based facilities including car and trailer parking, boat storage and maintenance areas, administration buildings, public toilets, boat racks, public access and esplanade reserves and urban design treatment.
  3. Public access, navigation and safety
    - a. Effects on existing public access arrangements should be avoided by minimising the extent and duration of work and by providing alternative access routes where practicable.
    - b. The proposed activity or development should not adversely affect navigation and safety.
    - c. Effects on vessel access and berthage should be avoided, remedied or mitigated.
    - d. Where possible, the layout of buildings and activities should enhance public access, including pedestrian access, to the coastline, including areas of public open space.
    - e. Any loss of public access to, along and within the CMA should be mitigated, including through provision of facilities such as public boat ramps, lookout platforms and alternative access.
  4. Consent duration
    - a. Consent duration should be limited to the minimum duration necessary for the functional or operational needs of the activity.
  5. Traffic and parking
    - a. Refer to the assessment criteria in clause 4.2 of the Auckland-wide rules - Transport.
    - b. The proposal, including any additional vehicle movements, should not adversely affect the safe and efficient operation of the internal or adjacent road network, including the operation of public transport and the movement of pedestrians, cyclists and general traffic.
    - c. The amount of parking should be sufficient to provide for workers, customers and service vehicles within the site and access to the public transport network should be considered.
  6. Marine retail
    - a. Measures should be taken to address reverse sensitivity effects on the surrounding Marina zone activities.
    - b. The activity should be complementary to, and not limit the primary use of the site for boat building purposes, including other marine-related activities.
    - c. Adequate provision should be made for activities with a functional requirement for a coastal location.

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- d. The foreseeable future demand for space for activities with a functional requirement for a coastal location should be provided for without requiring reclamation.
- e. The activity should avoid, remedy or mitigate adverse effects on the amenity of the locality arising from use of the facility, including by controlling the design of buildings, signs, noise and hours of operation.
- f. Any generation of a need for parking or transport facilities should not be in conflict with the main boat building use and should be integrated with public transport.

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