

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

### 5.6 Bayswater Marina

The activities, controls and assessment criteria in the underlying Marina zone and Auckland-wide rules apply in the following precinct and sub-precincts unless otherwise specified below. Refer to planning maps for the location and extent of the precinct and sub-precincts.

#### 1. Activity table

##### 1.1 Works in the CMA (s. 12 (1) RMA)

1. Refer to the Marina zone rules.

##### 1.2 Use and Activities (undertaken on land (RMA s9) and in the CMA (s12 (3) RMA) and associated occupation of the common marine and coastal area (s. 12(2))

[rcp/dp]

1. The activities in the Marina zone apply to the Bayswater Marina precinct, including the activities marked with a \* unless otherwise specified in the activity table below.

Activity	Sub-precincts						
	A	B	C	D	E	F	G
<b>Accommodation</b>							
Dwellings complying with an approved framework plan	NC	D	NC	NC	NC	NC	NC
Dwellings prior to the approval of a framework plan or not complying with an approved framework plan	NC	NC	NC	NC	NC	NC	NC
Workers accommodation	P	P	*	P	NC	*	*
<b>Commerce</b>							
Food and beverage	NC	D	NC	NC	NC	D	NC
Licensed premises	NC	D	NC	NC	NC	D	NC
Marine retail	*	P	*	*	*	*	*
Offices associated with marine activities	NC	P	P	*	P	P	*
<b>Community</b>							
Artworks and markets	P	P	P	P	P	P	D
Clubrooms associated with marine activities	*	P	*	*	*	P	*
Organised sport and recreation	*	*	*	*	*	P	*
<b>Industry</b>							
Marine and port activities	P	P	P	P	P	*	P
Maritime passenger operations existing at (on the date of notification of this plan)	*	*	*	*	P	*	P

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Activities listed in this table not otherwise provided for in the sub-precinct	D	D	D	D	D	D	D
<b>Framework plans</b>							
A framework plan, amendments to an approved framework plan or a replacement framework plan complying with clause 1.4 and 6.1 below and <a href="#">clause 2.6</a> of the general provisions	D	D	D	D	D	D	D
A framework plan, amendments to an approved framework plan or a replacement framework plan not complying with clause 1.4 or 6.1 below and <a href="#">clause 2.6</a> of the general provisions	NC	NC	NC	NC	NC	NC	NC

### 1.3 Structures (construction on land (RMA s.9) and in the CMA (s. 12(1)) and occupation of the CMCA (s. 12 (2))

[rcp/dp]

The activities in the Marina zone apply to the Bayswater Marina precinct, including the activities marked with a \* unless otherwise specified in the activity table below.

Activity	Sub-precincts						
	A	B	C	D	E	F	G
Boat launching facilities	*	*	P	*	*	*	*
Buildings and structures listed in this table not otherwise provided for in the sub-precinct	D	D	D	D	D	D	D
Construction or alteration of buildings	*	C	C	C	C	C	*
New buildings for food and beverage and/or licensed premises	NC	D	NC	NC	NC	D	NC
Marine and port accessory structures and services	P	P	P	*	P	*	P
Marine and port facilities	P	P	P	*	P	*	P
Maritime passenger facilities	*	*	*	*	C	*	*
Park and ride facilities	*	C	*	*	C	*	*
Parks, playgrounds and walkways	P	P	P	P	P	P	P
Public transport facilities	P	P	*	P	P	*	*

### 1.4 Framework plans

1. A resource consent application for a framework plan, amendments to a framework plan or a replacement framework plan must:
  - a. apply to the entire precinct, or

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- b. apply only to land that the applicant is the owner of, and
- c. comply with the special information requirements for framework plans specified in clause 6.1 below.

### 2. Notification

1. The council will publicly notify resource consent applications for the following activities:
  - a. Framework plans
  - b. Dwellings
  - c. Food and beverage
  - d. Licensed premises

### 3. Land use controls

1. The land use controls in the Marina zone apply in the Bayswater Marina precinct unless specified below.

#### 3.1 Offices

1. Offices must be accessory to marine and port activities.

#### 3.2 Markets

1. Any markets must be open air markets.

#### 3.3 Clubrooms

1. Any clubrooms must be associated with marine-related organisations

### 4. Development controls

1. Development that does not comply with clauses 4.1-4.3 below is a discretionary activity.

#### 4.1 Building height

1. Buildings must not exceed 12m in height above ground level in sub-precinct B.
2. Across the rest of the precinct, buildings must not exceed 10m in height above mean sea level. (This is approximately 6m above ground level)

#### 4.2 Height in relation to boundary

1. Height in relation to boundary controls on the boundaries adjacent to any landward zoning must be the same as the height in relation to boundary controls applying to that landward zoning.

#### 4.3 Maximum site impervious area

1. Maximum site impervious areas is 100 per cent.

### 5. Assessment - Controlled activities

#### 5.1 Matters of control

The council will reserve its control to the matters below for the activities listed as controlled in the activity table:

1. Construction or alterations of buildings
  - a. construction or works methods, timing and hours of operation
  - b. location, extent, design and materials.
2. Maritime passenger facilities and operations
  - a. construction or works methods, timing and hours of operation

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- b. location, extent, design and materials
  - c. consent duration
  - d. traffic and parking
  - e. maritime passenger facilities.
3. Park and facilities
- a. construction or works methods, timing and hours of operation
  - b. location, extent, design and materials
  - c. traffic and parking
  - d. park and ride facilities.

### 5.2 Assessment criteria

The council will consider the relevant assessment criteria below for the controlled 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 and sedimentation, on 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:
    - b. the natural character of the coastal environment
    - c. effects on the recreational, visual, amenity and ecological values in the locality, including lighting effects
    - d. public access to, along and within the CMA
    - e. effects on the landscape elements and features
    - f. effects on cultural and historic heritage values in the locality
    - g. noise effects including ongoing operational noise, such as halyard slap
    - h. effects on coastal processes including wave sheltering, downstream effects, sediment movement, erosion and deposits, littoral drift, and localised effects on water currents and water quality
      - i. effects on existing activities in the CMA and on adjacent land
      - ii. effects on navigation and safety and the need for any aids to navigation
      - iii. the provision of shore-based facilities including car and trailer parking, boat storage and maintenance areas, administration buildings, public toilets, boat racks, lockers, public access and esplanade reserves and urban design treatment
3. Consent duration
  - a. Consent duration should be limited to the minimum duration necessary for the functional or operational needs of the activity
4. Traffic and parking
  - a. Refer to [clause 4.1](#) of the Auckland Wide - Transport rules.

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- 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 provision of parking should ensure the amount of parking is adequate for the site and the proposal, and consider effects on alternative parking available in the area and access to the public transport network.
5. Maritime passenger facilities
- 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 marina purposes including the operation of marina activities, maritime passenger transport or other marine-related activities.
  - c. Adequate provision should be made for activities with a functional requirement for a coastal location.
  - d. The foreseeable future demand for space for activities with a functional requirement for a coastal location can be provided for without requiring further reclamation as a result of other activities being located within the zone.
  - e. Measures should be taken to enhance public access to the CMA.
    - i. Design should reflect the high visibility and coastal nature of the site.
    - ii. The activity should avoid, remedy or mitigate adverse effects on the amenity of the locality arising from use of the facility, including by controlling noise and hours of operation.
    - iii. Any generation of a need for parking or transport facilities should not be in conflict with the main marina use and should be integrated with public transport.
6. Park-and-ride facilities
- a. The scale, design, management and operation of the parking facility and its access points should not adversely affect the safe and efficient operation of the transport network including:
    - i. safety of pedestrians and cyclists
    - ii. pedestrian amenity
    - iii. avoiding queuing onto the road and conflict at access points to the facility
    - iv. avoiding generating high volumes of traffic onto local roads or areas with high pedestrian amenity
    - v. The location, design and external appearance of the parking facility should:
      - be accessible, safe and secure for users with safe and attractive pedestrian connections within the parking building and area, and to adjacent public footpaths.
      - ensure that any buildings or structures or at-grade parking areas are designed and/or located so that any interface with the street is attractive. This may include architectural articulation of any building frontages to maintain an attractive and interesting appearance. Depending on location and scale this may also include maintaining an active frontage through the use of sleeving so the facility contributes positively to the pedestrian amenity, and the retail, commercial and/or residential nature of uses along the road to which the facility has frontage. Landscaping, particularly tree planting, may also be used to provide an attractive interface between the park and ride facility and the street.
      - ensure that any buildings or structures are of similar or complementary scale to other

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buildings or structures existing or provided for in the surrounding area.

- ensure that any buildings can be adapted for other uses if no longer required for parking purposes. In particular, the floor to ceiling height of a parking building at street level should be capable of conversion to other activities provided for in the underlying zone.
- vi. The parking facility should be compatible with surrounding activities. This includes ensuring that the design and operation of the facility is in accordance with the lighting and noise controls.

### 6. Special information requirements

1. An application for a framework plan, amendments to an approved framework plan or replacement framework plan must be accompanied by the following information:
  - a. The overall context of the application area relative to existing buildings, public open space, boundaries between the sub -precinct and adjoining precincts, and any approved buildings and approved framework plans.
  - b. The exact location and design of vehicle access and car parking
  - c. Identification of the main pedestrian routes that provide circulation around each sub-precinct area and between sub-precincts, showing how they are integrated with public transport nodes and bus stops.
  - d. The exact location and design of proposed areas of:
    - i. open space
    - ii. public pedestrian access to and along the coastal marine area.
  - e. The location of building platforms.
  - f. The landscaping concept for the application area.
  - g. The proposed location of residential and non-residential activities.
  - h. How each sub-precinct is to be staged and the means of managing any vacant land through the staging process.
    - i. Details of how the development will be consistent with the assessment criteria applying to four or more dwellings in the Mixed Housing Urban zone.
    - j. How sub precincts will integrate with each other and other surrounding land and the coast.
  - k. How the development provides or facilitates adequate transport connections, including connections to the surrounding road network.
  - l. A site/ development design guide for the relevant sub-precinct.

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