

## 3.2 Zone objectives and policies

### 3.2.1 Residential zones

The following provisions form part of the district plan.

#### Introduction

There are five residential zones in the Unitary Plan:

- Single House
- Mixed Housing
- Terrace Housing and Apartment Buildings
- Large Lot
- Rural and Coastal Settlement.

Collectively, these zones provide for a mix of housing types, ranging from a single detached house on a suburban section to an apartment near a metropolitan centre to a bach in a coastal settlement. This range of housing types will provide for greater housing choice and improve housing affordability that is necessary to meet the needs of Auckland's diverse population.

The Single House, Mixed Housing and the Terrace Housing and Apartment Buildings zones are applied in existing and future urban areas and provide for a variety of densities. The highest density of development is expected to occur in close proximity to public transport stops and routes and within and around centres. Providing for growth in this manner and in these locations is not only an efficient use of land but will also increase access to public transport and strengthen the role of centres.

As the density of development increases the greater the requirement for quality design. To address this, higher density development in the Mixed Housing and Terrace Housing and Apartment Buildings zones requires a resource consent. The resource consent process will also ensure that the proposal gives effect to the quality built environment provisions of this Unitary Plan and that it contributes to the Auckland Plan priority of a quality, compact urban environment.

The Auckland Design Manual assists applicants in preparing proposals for new housing developments by outlining options for achieving higher standards of design in various housing typologies.

The Large Lot and the Coastal and Rural Settlement zones provide for residential development which is low intensity and which reflects the characteristics of the location.

#### 3.2.1.1 General objectives and policies for the residential zones

##### Objectives

1. Auckland's residential areas are attractive environments with quality housing and a strong sense of place.
2. Different types of housing and levels of intensification are provided in appropriate locations to meet a variety of lifestyles.
3. The role of centres as focal points of the community is supported.
4. The recognised character and amenity of residential areas is identified, maintained and enhanced.

##### Policies

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1. Apply controls which maintain the recognised character of residential areas.
2. Apply urban design criteria where residential intensification is proposed.
3. Provide for a graded intensity in residential development appropriate to the environmental and infrastructural constraints and availability of public transport, amenities and services.
4. Provide high levels of intensification in the form of terrace houses and apartments around centres.
5. Identify residential areas which are appreciated for their special character and apply controls which will protect and enhance that special character.

### 3.2.1.2 Single House zone

#### **Zone description**

The zone provides for suburban, open and landscaped living environments and is applied in many areas throughout Auckland including serviced rural and coastal villages. This zone is characterised by detached, low-rise, one-two storey dwellings surrounded by areas of open space for landscaping and leisure environments.

It is not anticipated that large amounts of subdivision or multi-unit development will occur in this zone due to the minimum site size requirements. However, there is an opportunity to create a smaller, subservient dwelling within the main existing dwelling, provided the external appearance of a single large dwelling is retained. The conversion of a single dwelling into two dwellings will provide for different family needs or may be used to generate additional rental income without subdividing the property.

The activities provided for in the zone have been limited to maintain the residential character and amenity of these areas.

#### **Objectives**

1. Development maintains a low rise, detached form of housing in a landscaped setting, set back from the street.
2. There are opportunities for an additional dwelling within a single building, provided the character of the area is maintained.
3. Developments provide high-quality on-site amenity for residents.
4. The amenity of adjoining sites and the residential character of the neighbourhood is maintained by development.
5. Non-residential activities do not detract from the residential character and amenity of the surrounding area.

#### **Policies**

1. Require development to have sufficient setbacks, landscaping and open space to maintain the character of the area.
2. Require residential development to have functional and accessible outdoor living space.
3. Enable a single dwelling to be converted into a main dwelling and a secondary dwelling while maintaining the appearance of a single house and providing a high level of on-site amenity.
4. Require development to be of a location, scale and form which allows immediate neighbours to have adequate amenity, sunlight and privacy and which makes a positive contribution to the wider streetscape.
5. Limit non-residential activities to those of an intensity which is compatible with the low intensity residential character and amenity of the zone and require any non-residential building to be of a scale and design that is complementary to the surrounding residential context.

### 3.2.1.3 Mixed Housing zone

#### Zone description

This zone is the most widespread residential zone in Auckland. It enables two storey housing in variety of sizes and forms - detached dwellings, semi-detached dwellings, town houses and terraced housing and low-rise apartments. The variety of housing types and sizes provided for will increase the supply of housing, create diverse neighbourhoods and provide housing choice.

This zone encourages new development patterns by providing increased housing densities with the highest density levels enabled on large sites with wide road frontages. The basis for these provisions is that the larger the size of the site and the wider its frontage, the greater the opportunity to integrate the development into the neighbourhood and provide a range of dwelling types. Over time, the appearance of neighbourhoods within this zone will change but they will retain their suburban residential context.

A resource consent is required in this zone where five or more units are being built on a site. A key part of the resource consent process will be determining if the site is of a size, shape, slope and with sufficient street frontage to achieve quality residential development.

The zone provisions also ensure that development does not detract from the amenity and character of adjoining development or sites.

Non-residential activities are provided for but the range is limited to those which include a residential component or will benefit the local community.

#### Objectives

1. Housing supply and housing choice within neighbourhoods is increased.
2. Developments provide high-quality on-site amenity for residents.
3. The amenity of adjoining sites and the residential character of the surrounding area is maintained by development.
4. Development is of a scale, form and appearance that responds to the site and neighbourhood's suburban residential context.
5. The density of the development is appropriate for the physical attributes of the site.
6. Non-residential activities provide convenience and choice for the neighbourhood while ensuring the residential character and amenity of the area is maintained.

#### Policies

1. Enable increased densities of development, in a variety of forms and sizes, including detached dwellings, semi-detached dwellings, terraced housing and low-rise apartments.
2. Require development to be of a scale and form which allows immediate neighbours to have adequate sunlight and privacy, and to avoid excessive bulk and dominance effects.
3. Require residential development to achieve a high quality of on-site amenity by:
  - a. providing functional and accessible outdoor living spaces
  - b. providing the amenities necessary for day to day living
  - c. designing each dwelling to be functional and enjoyable to live in
  - d. prioritising pedestrian access, safety and movement
  - e. providing safe, convenient car parking and garaging that does not dominate the street

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f. designing developments to provide easy access for all people.

4. Require development of five or more dwellings to integrate into the neighbourhood and achieve an attractive built form when viewed from the street and adjoining sites by:

- a. being well connected into the wider neighbourhood
- b. using a housing type which is suited to the physical attributes of the site
- c. using a form and layout of development that responds to the natural landform and natural features of the site
- d. dividing the mass of the building into smaller scale parts in order to create interest and positive relationships with surrounding development, including historic character and historic heritage areas.

5. Limit the density and/or the height and scale of development where this is necessary to take account of one or more of the following factors:

- a. achieve a balance between making the most efficient use of the site, being respectful of neighbours and providing good on-site amenity
- b. the proportions or topography of the site or the length of the road frontage mean that it is not possible to maximise development without generating adverse effects on the street and surrounding area.

6. Limit non-residential activities to those of an intensity which is compatible with the residential character and amenity of the zone and require any non-residential building to be of a scale and design that is complementary to the surrounding residential context.

### 3.2.1.4 Terrace Housing and Apartment Buildings zone

#### Zone description

This zone allows urban residential living in the form of terrace housing and apartments. The zone is located around metropolitan, town and local centres, frequent public transport stations and along some frequent transport routes.

The purpose of the zone is to make efficient use of land and infrastructure, increase the supply of housing and ensure that residents have convenient access to services, employment, education facilities, retail and entertainment opportunities and public transport. This will promote walkable neighbourhoods and also foster a sense of community and increase the vitality of centres.

The zone provides for the greatest density, height and scale of development out of all the residential zones. Buildings of four to six storeys are allowed depending on the scale of centre the zone adjoins and to achieve a transition in height to lower scale residential zones. This new form of development will lead to a change from a suburban to urban residential character and a moderate to high degree of visual change.

Low density development is discouraged and mid-rise multi-unit residential living is encouraged. This increased density requires a high standard of design. A resource consent is required for all forms of residential development in the zone. A key part of the resource consent process will be determining if the proposal makes efficient use of the site and achieves quality design outcomes. Larger sites, and in particular sites with a consistent width of at least 20m, are capable of a wider range of unit types and can achieve better on-site amenity and design outcomes.

This zone also provides for range of non-residential activities so that residents have convenient access to these activities and services while maintaining the urban residential character of these areas.

#### Objectives

1. Land surrounding centres and along some frequent transport routes is efficiently used to provide urban living in order to increase housing supply and choice and to increase access to centres and public transport stops and routes.
2. The reasonable amenity of adjoining sites is maintained by development.
3. Developments provide high-quality on-site amenity for residents.
4. Development is of an appearance, form and scale that responds to the site and neighbourhood's planned urban residential character.
5. The density of the development is appropriate for the physical attributes of the site and the planned future form and character of the neighbourhood.
6. Non-residential activities provide convenience and choice for the neighbourhood while ensuring the urban residential character and amenity of the area is maintained.

#### Policies

1. Require residential development within the zone to make the most efficient use of the land as practical, taking into account:
  - a. the future height and scale of development in the adjacent centre
  - b. the need to achieve a balance between making the most efficient use of the site while avoiding, remedying or mitigating adverse effects on neighbours and providing good on-site amenity
  - c. the proportions or topography of the site or the length of the road frontage may mean it is not possible to maximise development without generating adverse effects on the street and surrounding area.

2. Avoid low density residential development.
3. Require development to be of a scale and form which allows immediate neighbours to have adequate sunlight and privacy and to avoid excessive bulk and dominance effects.
4. Require residential development to achieve a high quality of on-site amenity by:
  - a. providing functional and accessible outdoor living spaces
  - b. providing the amenities necessary for day-to-day living
  - c. designing each dwelling to be functional and enjoyable to live in
  - d. prioritising pedestrian access, safety and movement
  - e. providing safe, convenient car parking and garaging that does not dominate the street
  - f. designing developments to provide easy access for all people.
5. Require residential development to integrate into the neighbourhood while achieving an attractive, urban residential built form when viewed from the street and adjoining sites by:
  - a. being well connected into the wider neighbourhood
  - b. using a housing type which is suited to the physical attributes of the site
  - c. using a form and layout of development that responds to the natural landform and natural features of the site
  - d. dividing the mass of the building into smaller scale parts in order to create interest and positive relationships with surrounding development, including historic character and historic heritage areas
  - e. locating buildings to the street edge and maximising windows and balconies overlooking the street.
6. Provide for a range of non-residential activities while ensuring:
  - a. that intensity of use will not detract from the residential amenity of the area
  - b. any non-residential building is of a scale and design that is complementary to the area's urban residential context.

### 3.2.1.5 Large Lot zone

#### Zone description

This zone provides for large lot residential development on the periphery of urban areas. Large lot development is appropriate in these locations because of one or more of the following factors:

- it is compatible with high quality landscape areas
- the land is not suited to conventional residential subdivision because of the absence of reticulated services or there is limited accessibility to reticulated services
- there are physical limitations such as topography, ground conditions, instability or natural hazards
- where more intensive development may cause or exacerbate adverse effects on the environment.

To manage adverse effects, larger than standard site sizes are required and building coverage and impervious surface areas are restricted.

#### Objectives

1. Development is appropriate for the characteristics of the site and is protecting the character of the immediate and wider area.
2. Developments provide high quality on-site amenity for residents.
3. Non-residential activities do not detract from the residential character and amenity of the surrounding area.

#### Policies

1. Limit development on a site to a single dwelling and accessory buildings and ensure that the site size will:
  - a. be able to accommodate the infrastructure necessary to support the dwelling
  - b. not detract from any high quality landscapes or natural features
  - c. not exacerbate any physical limitations such as topography or instability.
2. Require development to have sufficient setbacks and open space so as to maintain the character of the area.
3. Require residential development to have functional and accessible outdoor living space.
4. Limit non-residential activities to those of an intensity which is compatible with the low intensity residential character and amenity of the zone and require any non-residential building to be of a scale and design that is complementary to its residential context.



### 3.2.1.6 Rural and Coastal Settlement zone

#### Zone description

This zone applies to unserviced rural and coastal villages located outside urban areas in a variety of environments including high-quality landscape areas and coastal areas. These settlements rely on on-site disposal and treatment. Due to factors including servicing, infrastructure and accessibility constraints and, in some cases, their sensitive character, only limited or no growth is anticipated.

The zone maintains large lot sizes so that effective and efficient wastewater disposal can be accommodated on-site, while avoiding potential adverse effects on water and land. Non-residential uses of a scale and intensity that serves the local population are allowed.

#### Objectives

1. Development is appropriate for the physical attributes of the site and the rural or coastal character of the wider area.
2. Developments provide high-quality on-site amenity for residents.
3. The amenity of adjoining sites and the rural and coastal residential character of the settlement is maintained by development.
4. Non-residential activities do not detract from the the rural and coastal residential character and amenity of the surrounding area and are providing for the needs of the local community.

#### Policies

1. Enable subdivision and development that will provide for a single dwelling and accessory buildings and ensure that the site size will:
  - a. be able to accommodate the infrastructure necessary to support the dwelling
  - b. not detract from any high quality landscapes or natural features
  - c. not exacerbate any physical limitations such as topography or instability.
2. Require residential development to have functional and accessible outdoor living space.
3. Require development to be of a location, scale and form which allows immediate neighbours to have adequate amenity, sunlight and privacy.
4. Require development to have sufficient setbacks and open space so as to maintain the rural and coastal residential character of the area.
5. Provide for a range of non-residential activities while ensuring:
  - a. intensity of use will not detract from the amenity of the area and is limited so that its primary focus is to serve the local community
  - b. any non-residential building is of a scale and design that is complementary to its rural and coastal residential context.

## 3.2.2 Public Open Space zones

The following provisions form part of the district plan.

### Introduction

#### Conservation

This zone applies to land with significant scenic, landscape, historic heritage, natural, ecological and biodiversity values. To protect these values, activities and development in the zone are limited in scale and intensity. Public access to particularly sensitive areas will be restricted.

#### Informal recreation

This zone applies to a range of outdoor informal leisure and recreation areas including the coastal marine area. Buildings and structures are generally limited to playground equipment, skate parks, informal hard courts and toilets and changing facilities.

#### Sports and active recreation

This zone provides for a range of indoor and outdoor organised sporting and active recreation activities. It applies to open space in which sportsfields, equestrian activities, hard court areas, greens and associated buildings predominate. Most sites will retain an open, spacious character.

#### Civic and community spaces

This zone applies to open spaces in squares and plazas in centres and other urban areas. Civic and community spaces are becoming increasingly important as Auckland's centres intensify and access to high-amenity open space is needed for residents. These spaces will provide opportunities for recreation, social interaction and community gatherings and events.

### 3.2.2.1 Conservation zone

#### Zone description

This zone applies to public open spaces with significant landscape; archaeological, historic and cultural heritage; and natural ecological and biological values, such as volcanic cones, bush reserves, headlands, natural wetlands. The zone has also been applied to closed cemeteries to recognise their cultural heritage values.

Generally, the natural elements and unmodified nature of these areas gives them a sense of wilderness and isolation.

These special areas make it appropriate to limit the scale and intensity of activities and development, including access in particular circumstances, to ensure there is as little modification to the environment as possible.

#### Objectives

1. Public open spaces with significant landscape, archaeological, historic and cultural heritage, Mana Whenua cultural heritage values, and natural ecological and biological values are protected and enhanced.
2. The values and qualities of the open space are not detracted from by recreational activities.

#### Policies

1. Enable activities which conserve, protect or enhance open space values.
2. Limit activities to those which result in minimal disturbance to the values and qualities of the area, such as unsealed walking tracks and trails, picnic and rest areas, and planting and gardens.
3. Limit buildings and structures to those necessary for public use or education or for the safety and

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management of the public open space.

4. Require the location, scale, form and design of new buildings and structures to be compatible with the context, purpose, character and values of the public open space, either existing or proposed character, as expressed in the relevant reserve management plan.

5. Limit the impact of car parking areas by:

a. locating areas of car parking in proximity to public streets and/or internal roads to avoid intrusion into the public open space and encourage shared car parking

b. using unformed and unsealed areas for car parking, particularly for peak periods during summer months

c. using smaller, conveniently located car parking areas in preference to large expanses of car parking

d. locating car parking areas so that the character of the public open space and adjoining properties are not adversely affected by noise or visual effects.

6. Require buildings, structures and car parking areas to be landscaped and planted in a manner which is safe and visually softens development.

7. Enable appropriate activities (including ecological, restoration and customary use) which support the relationship of Mana Whenua and their culture and traditions to their ancestral lands, water, sites, wāhi tapu and other taonga.

### 3.2.2.2 Informal Recreation zone

#### Zone description

This zone applies to public open spaces used for outdoor informal recreation activities and community uses, such as walking, resting, picnics, enjoying nature, kicking a ball, cycling and scouting. These informal spaces contribute to the natural and cultural environment and also to the general amenity of the area where they are located. They are also an important part of Auckland's walkway and cycleway network.

Some of these public open spaces adjoin the coast or lakes, rivers and streams and, as such, play a key role in providing people with access to Auckland's coastal and fresh water. The integrated management of the coastal environment, and in particular the coastal edge and margins of lakes and rivers is of utmost importance to Mana Whenua. Access to these areas needs to be carefully managed to avoid damaging or despoiling areas, features, or sites of significance to Mana Whenua. These spaces provide a range of land-based facilities supporting water recreation and children's play areas. Buildings and structures are generally limited to playground equipment, skateparks, informal hard courts, toilet and changing facilities, and small-scale community buildings such as scout dens.

Limiting the range of activities and development in public open spaces maintains the informal nature of these spaces and the amenity of the surrounding area.

#### Objectives

1. Informal recreation and small-scale community uses are catered for through public open spaces.
2. The open and spacious appearance of public open space is protected to maintain the amenity values of the public open space and surrounding area.
3. Marine recreational facilities are provided while protecting public access to the coast and the natural values of the public open space.

#### Policies

1. Limit activities in the zone to small-scale community use and accessory activities.
2. Require buildings and structures to be compatible with the character of the public open space and with development in the surrounding area.
3. Manage activities, buildings and structures so they do not:
  - a. intrude upon the open and spacious character of the public open space
  - b. adversely affect the ability to use the land for informal recreation
  - c. limit opportunities for informal surveillance of the public open space.
4. Use, where appropriate, the street network and internal roads for car parking associated with the use of the public open space.
5. Require the location and design of car parking areas to:
  - a. be convenient for users of the public open space
  - b. have a safe and efficient internal circulation pattern
  - c. maintain the character of the public open space
  - d. avoid noise or visual adverse effects on adjoining properties
  - e. avoid large areas of sealed car parking unrelieved by landscaping or planting.
7. Manage the intensity of activities so that they do not generate adverse effects such as noise, glare and traffic effects on the amenity of the surrounding area.

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8. Limit activities on land adjoining the sea or water body to recreation activities and clubrooms that have a functional relationship with the sea or adjacent water body.

9. Avoid activities and development in locations where there could be adverse effects on:

- a. public access
- b. the visual amenity of the coastal environment
- c. areas of high natural values
- d. views of the coast or lakes or rivers
- e. Mana Whenua cultural heritage values.

### 3.2.2.3 Sport and Active Recreation zone

#### Zone description

This zone applies to public open spaces used for outdoor and indoor organised sports, active recreation and community activities, such as sportsfields, equestrian activities, hard court areas and greens. These spaces often include grandstands and clubrooms associated with these uses.

Most of these public open spaces have a portion of the site which retains an open character and provides for informal recreation such as jogging and informal games.

Given the more intensive nature of these open spaces, they can attract large numbers of people and consequently generate high levels of traffic, noise, glare and other adverse effects.

#### Objectives

1. Public open spaces are suited to a wide range of indoor and outdoor organised sports, active recreation and community activities.
2. The visual amenity values of the public open space are maintained.
3. The visual amenity values of the areas surrounding the public open space are maintained.

#### Policies

1. Provide for outdoor and indoor organised sports, active recreation and community activities, and associated buildings and structures.
2. Enhance the use and enjoyment of public open space with accessory activities, such as kiosks and retail activities.
3. Encourage multiple use of buildings and facilities to maximise use, and avoid permanent single purpose buildings with restricted use.
4. Require the scale, location and design of buildings and structures to retain a level of spaciousness on the site to maintain the visual amenity of the public open space and adjoining properties.
5. Avoid adverse effects such as noise, glare, traffic and visual effects on the surrounding, through appropriate locations, design, use and operation of buildings.
6. Provide a reasonable amount of on-site car parking, and encourage shared car parking, while recognising that spill over car parking to adjacent roads may occur during peak periods.
7. Require development of open space for new or existing indoor and outdoor organized sport, active recreation and community activities to:
  - a. enable access from a number of directions as well as good access to major traffic routes and public transport
  - b. prevent activities which generate large volumes of traffic from locating on a minor road
  - c. activities to avoid adverse effects on Mana Whenua cultural heritage values.

### 3.2.2.4 Civic and Community zone

#### **Zone description**

This zone applies to public open spaces such as squares and plazas in centres and other urban areas. These public open spaces are becoming increasingly important as Auckland's centres intensify and access to high amenity public open spaces is needed for residents, workers and visitors. These spaces will provide opportunities for recreation, social interaction and community gatherings and events.

Buildings and structures that are located within or surrounding civic and community spaces should enhance and form an integral part of these spaces. Civic and community spaces contribute to our sense of identity. These spaces need to acknowledge and reflect the identities of iwi and hapu in Auckland - nga Mana Whenua o Tamaki Makaurau.

#### **Objective**

1. Urban public open spaces are available for residents, visitors and workers to enjoy passive recreation, social interaction and civic and community events.

#### **Policies**

1. Allow passive recreation, events and community and civic activities to take place.
2. Maintain important identified view shafts from civic and community spaces to the harbour, other natural features and landmarks.
3. Encourage the design of buildings and structures within and adjacent to civic and community public open spaces to integrate with the public open space and avoid over-shadowing and adverse wind conditions.
4. Require the design of civic spaces to:
  - a. provide opportunity and flexibility for a range of activities including passive recreation, public events and civic functions
  - b. facilitate the convenient movement of pedestrians through the creation of direct, safe and interesting pedestrian routes
  - c. achieve safe spaces and avoid opportunities for crime by maximising informal surveillance and avoiding potential areas of entrapment.
5. Allow public works, that enhance the environmental qualities of civic and community public open spaces, including the installation of public art, interpretive signage, and ecological restoration to occur in the zone.

### 3.2.3 Business zones

The following provisions form part of the district plan.

#### Introduction

There are 10 business zones in the Unitary Plan:

- City Centre
- Metropolitan Centre
- Town Centre
- Local Centre
- Neighbourhood Centre
- Mixed Use
- General Business
- Business Park
- Light Industry
- Heavy Industry.

These zones reinforce the role of centres as focal points for business and community investment and recognise the need to provide suitable locations for specific industries.

The centre zones provide for activities that support a public realm of well connected streets, a high-quality pedestrian environment, and efficient and accessible public transport. They allow for different levels of development intensity dependent on the function and location of the centre. The City Centre, Metropolitan Centre and Town Centre zones are the primary location for growth of commercial activities. The highest intensity of activity is permitted in the City Centre zone, recognising the role of the centre as the focus of national and international business, tourism, educational, cultural and civic activities.

The Mixed Use zone is located close to centres and along frequent public transport corridors. It provides a transition, in terms of use and scale, with adjacent residential areas.

The centres zones and Mixed Use zone are all expected to accommodate an increase in the density and diversity of housing. A high standard of amenity is required in the Mixed Use zone, given its mix of uses, including residential.

The General Business, Light Industry and Heavy Industry zones provide locations for development that may not be appropriate in centres or have particular characteristics that require separation from pedestrian intensive and sensitive uses. A good standard of amenity is expected in the General Business zone, recognising that some activities that establish in the zone may attract reasonable numbers of people. The Light Industry and Heavy Industry zones are expected to have a lesser standard of amenity consistent with their principal focus on productive activity.

The Business Park zone provides for clustering of office-type business activities in a park or campus like environment, where such uses will not impact on the viability of the city centre, metropolitan or town centres.

The Auckland Design Manual provides guidance to applicants in preparing proposals for new commercial and industrial development by outlining options for achieving higher standards of design in various commercial and industrial building typologies.

#### 3.2.3.1 General objectives and policies for Centres, Mixed Use, General Business and Business Park zones

##### Objectives

1. Development is used to strengthen Auckland's network of centres as attractive environments with a mix of



uses that provide employment, housing and goods and services at a variety of scales.

2. Development is of a form, scale and design quality so that centres are reinforced as focal points for the community.

### **Policies**

1. Reinforce the function of the city centre, metropolitan centres and town centres as the primary location for commercial activity.

2. Accommodate an increase in the density, diversity and quality of housing in Centres and Mixed Use zones while managing the higher levels of ambient noise and reduced privacy it may be subject to.

3. Require development of a quality and design that positively contributes to the public realm and maximises pedestrian amenity, movement, safety and convenience for people of all ages and abilities.

4. Require the design of buildings to contribute positively to the visual quality, pedestrian vitality, safety and interest of streets and public open spaces.

5. Require buildings to be adaptable to a range of uses to allow activities to change over time.

6. Require car parking to be located and designed in such a manner as to avoid adverse impact on pedestrian amenity and the streetscape.

7. Encourage the selection of materials, finishes and landscaping with consideration for long term weathering, maintenance and durability.

8. Require development close to residential zones to mitigate adverse visual effects, acoustic privacy, and minimise overlooking and shadow effects to residential neighbours.

9. Discourage activities, which have noxious, offensive, or undesirable qualities from locating within the Centres and Mixed Use zones, while recognising the need to retain employment opportunities.

10. Require development to avoid, remedy or mitigate adverse wind, glare and shading effects on public open spaces and streets to ensure such spaces remain attractive and comfortable for people.

### 3.2.3.2 City Centre zone

#### **Zone description**

The city centre is the top of the centres hierarchy and plays a pivotal role in Auckland's present and future success. The zone seeks to ensure the city centre is an international centre for business and learning, innovation, entertainment, culture and urban living.

To improve the vibe of the city centre environment, the zone permits a wide range of activities to establish in most parts of the city centre. The zone also manages activities that have the potential to adversely affect the amenity of the city centre.

The Unitary Plan enables the greatest level of development in terms of height and floor area to occur in the city centre. Within the city centre itself, development potential is concentrated in the core central business district. Development potential reduces towards the ridgelines and transitions to lower heights on the waterfront and landward periphery. The zone manages the scale of development in order to protect important historic heritage places, sunlight admission to parks and public spaces, and significant views to the volcanic cones and other landmarks.

The significant height and scale of buildings in the city centre increases their visibility from many places, affecting the quality of both public and private views at local and city-wide scales. In addition to managing the scale of development, the zone manages the quality of building design to ensure new buildings successfully integrate with the city centre's existing built form and public realm to create an attractive and recognisable skyline. The city centre makes an important contribution to our sense of identity.

Within the city centre are precincts and overlays, which have their own distinct features and character. Precincts and overlays may have additional management provisions.

#### **Objectives**

1. Growth and development of the city centre makes it a globally significant centre for business.
2. An attractive place to live, work and visit with a 24-hour vibrant and vital business, entertainment and retail core.
3. The scale and intensity of development in the city centre is managed to enable its growth and the greatest intensity of development in Auckland and New Zealand.
4. The distinctive built form, scale, historic character and functions of particular areas within and adjoining the city centre is maintained and enhanced.

#### **Policies**

##### **Land use activities**

1. Provide for a wide range and diverse mix of activities that enhance the vitality and amenity of the city centre including:
  - a. a significant resident population with a range of living environments, particularly within the residential precincts
  - b. arts, entertainment, events, civic and community functions
  - c. high-quality visitor experiences, visitor accommodation and associated services
  - d. learning, teaching and research activities, with a particular concentration in the learning precinct.
2. Enable the most significant concentration of office activity to locate in the city centre by providing an environment attractive to office workers, with a particular focus on the core central business district.
3. Provide for a wide range of retail activities throughout the city centre while maintaining and enhancing the

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amenity, vitality and viability of existing concentrated retail areas within and outside the city centre. In particular:

- a. enable small-scale, niche retail to occur throughout the city centre
- b. encourage large department stores to locate within the core retail area
- c. avoid large department stores locating outside the core retail area where they would adversely affect the amenity, vitality and viability of existing concentrated retail areas.

4. Recognise the city centre is a dynamic environment and enable change to occur as new trends in business, shopping and living evolve.

5. Provide for a wide range of activities along the waterfront, with particular emphasis on maritime, entertainment, culture, recreation, retail and tourism, while continuing to provide for those activities requiring a harbour location.

6. Provide for the waterfront's role as a major gateway to city centre and Auckland.

7. Provide for activities enabling the efficient use and development of the city centre port.

### **Precincts**

8. Identify and encourage particular outcomes in areas of the city centre which have:

- a. a distinctive built character; and/or
- b. a concentration of particular activities; and/or
- c. activities that have specific functional requirements; and/or
- d. significant transformational development opportunities.

9. Use framework plans to encourage comprehensive and integrated development of key development sites in the city centre.

10. Recognise that within the residential, learning, waterfront and port precincts, some activities may not be appropriate due to potential adverse reverse sensitivity effects on existing land uses.

### **Historic heritage and historic character**

11. Encourage the retention and conservation of the city centre's historic heritage and historic character through development incentives.

12. Maintain and enhance the historic character values of pre-1940 buildings in the Queen Street Valley and Karangahape Road precincts and buildings outside those precincts identified as making a strong or significant contribution to the historic character of the surrounding area, in particular by:

- a. awarding transferable development rights where a historic character building is protected in perpetuity and restored in accordance with an approved conservation plan
- b. requiring all development proposals for historic character buildings to have considered adaptive re-use
- c. avoiding the demolition of historic character buildings where it would adversely affect the built character of the surrounding area
- d. requiring alterations and additions to existing buildings and new buildings to give full consideration to, and be sympathetic to the historic context of the area and its development over time.

### **City form**

13. Enable the tallest buildings and the greatest density of development to occur in the city centre core.

14. Manage adverse effects associated with building height by:

- a. requiring building height and development densities to transition down to neighbourhoods adjoining the city centre and to the harbour edge

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- b. protecting sunlight to public places and protected identified view shafts
- c. requiring the height and form of new buildings to respect the existing character of precincts.

15. Enable development densities to provide for the expected demand for floor space, within the capacity of infrastructure to service development.

16. Maximise light and outlook around buildings.

17. Encourage public amenities to be provided within development, including where possible, publicly accessible open space, works of art and through site links.

### **Public realm**

18. Require building and development of the highest quality that contributes to the city centre's role as an international centre for business, learning, innovation, entertainment, culture and urban living.

19. Require building frontages along identified public open spaces and streets to attain a minimum height to provide a sense of intimacy, character and enclosure at street level.

20. Require the demolition of buildings and structures to avoid remedy or mitigate significant adverse effects on the pedestrian amenity of the city centre and the safety and efficiency of the road network.

21. Protect sightlines along streets and public open spaces from the city centre to the harbour, Rangitoto, the North Shore and sightlines along roads and public open spaces within with the city centre to natural features and landmarks.

22. Require high quality public open spaces along the waterfront that are accessible and provide spaces for recreational opportunities, facilities and events.

### 3.2.3.3 Metropolitan Centre zone

#### Zone description

This zone applies to centres located in different sub-regional catchments of Auckland. The centres are second only to the city centre in overall scale and intensity and act as hubs for high frequency transport within their catchments.

The zone provides for a wide range of activities including commercial, leisure, high-density residential, tourist, cultural, community and civic services. Zone provisions, in conjunction with rules in the other business zones, reinforce metropolitan centres as locations for all scales of commercial activity.

Precincts and overlays, which modify the underlying zone or have additional provisions, apply to some of the metropolitan centres. Generally, however, to support an intense level of development, the zone allows for high-rise buildings.

Some street frontages within the zone are subject to a Key Retail Frontage or General Commercial Frontage overlay. Key retail streets are the focal point of pedestrian activity within the centre. General commercial streets play a supporting role. Development fronting these streets is expected to reinforce this function. Rules for the overlay are incorporated in the zone rules.

New development within the zone requires resource consent in order to ensure that it is designed to a high standard which enhances the quality of the centre's public realm.

#### Objectives

1. A network of metropolitan centres are developed, that are second only to the city centre in diversity, scale, form and function, and which are a sub-regional focus for commercial, residential, community and civic activities.
2. Key retail streets are identified as the focal point of pedestrian activity, with identified general commercial streets supporting this role.

#### Policies

1. Enable significant change in metropolitan centres where the outcome can be shown to contribute to the function, amenity, and vitality of the centre and is an efficient use of a centre's infrastructure.
2. Provide for the greatest concentration, quality and scale of buildings within metropolitan centres, second only to the city centre.
3. Promote and manage the development of the metropolitan centres to provide facilities and services necessary to support their surrounding sub-regional catchment.
4. Enable high intensity activities within metropolitan centres emphasising a wide range of commercial, leisure, tourist, cultural, community and civic services.
5. Enable high-density residential activities above street level.
6. Promote the comprehensive development and redevelopment of sites and / or activities within metropolitan centres.
7. Recognise the importance of particular streets identified on the Key Retail and General Commercial Frontage overlay as primary places for public interaction:
  - a. by requiring buildings with frontages to these streets to:
    - i. provide greater ground floor heights to maximise building adaptability to a range of uses

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ii. avoid blank walls

iii. provide easily accessible pedestrian entrances.

b. and in addition, require building frontages subject to the Key Retail Frontage overlay to:

i. maximise glazing

ii. erect frontages of sufficient height to frame the street

iii. provide weather protection to pedestrians

iv. avoid new vehicle crossings.

8. Support the development of public transport, pedestrian and cycle networks and the ability to change transport modes.

9. Balance the benefits supermarkets and departments stores bring to the function, role and viability of metropolitan centres with the functional requirements of these activities and the need to achieve a quality built environment.

### 3.2.3.4 Town Centre zone

#### Zone description

This zone applies to suburban centres throughout Auckland, the satellite centres of Warkworth and Pukekohe, and the rural town of Helensville. The centres are typically located on main arterial roads, which provide good public transport access.

The zone provides for a wide range of activities including commercial, leisure, residential, tourist, cultural, community and civic services. Provisions enable buildings between four to eight storeys high, depending on the characteristics of the centre. Increased height within the centres will facilitate increased office and residential living opportunities at upper floors.

Some street frontages within the zone are subject to a Key Retail or General Commercial overlay. Key retail streets are the focal point of pedestrian activity within the centre. General commercial streets play a supporting role. Development fronting these streets is expected to reinforce this function. Rules for the overlay are incorporated in the zone rules.

New development within the zone requires resource consent in order to ensure that it is designed to a high standard which enhances the quality of the centre's streets and public open spaces.

#### Objectives

1. A network of town centres that are the focus of commercial, residential, community and civic activities for the surrounding area.
2. The scale and intensity of development in town centres is increased while ensuring development is in keeping with the centre's planned future character.
3. Key retail streets are identified and the focal point of pedestrian activity, with identified general commercial streets supporting this role.

#### Policies

1. Enable significant change in town centres where the outcome can be shown to contribute to the function, amenity, and vitality of the centre and is an efficient use of a centre's infrastructure.
2. Provide a distribution of town centres, including the provision of new town centres, of different scales and locations, which:
  - a. service the surrounding community's needs for a range of moderate intensity uses, such as commercial, leisure, tourist, cultural, community and civic activities
  - b. enable medium density residential activities above street level
  - c. support public transport, pedestrian and cycle networks and the ability to change transport modes.
3. Enable the intensification of commercial, residential and community activities in town centres, by:
  - a. substantial scale, concentration and density of buildings
  - b. the comprehensive development and redevelopment of sites.
4. Recognise the importance of streets identified in the Key Retail and General Commercial Frontage overlay as primary places for public interaction:
  - a. by requiring buildings with frontages to these streets to:
    - i. provide greater ground floor heights to maximise building adaptability to a range of uses
    - ii. avoid blank walls
    - iii. provide easily accessible pedestrian entrances.
  - b. and in addition, require building frontages subject to the Key Retail Frontage overlay to:

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- i. maximise glazing
- ii. erect frontages of sufficient height to frame the street
- iii. provide weather protection to pedestrians.

5. Balance the benefits supermarkets and department stores bring to the function, role and viability of town centres with the functional requirements of these activities and the need to achieve a quality built environment.



### 3.2.3.5 Local Centre zone

#### **Zone description**

This zone applies to a large number of small centres throughout Auckland. The centres are located in areas of good public transport.

The zone provides for the local convenience needs of surrounding residential areas, including local retail, commercial services, offices, food and beverage, and small-scale supermarkets. Large-scale commercial activity is discouraged. Provisions allow for buildings up to four storeys high, enabling residential use at upper floors.

New development within the zone requires resource consent so that it is designed to a high standard which enhances the quality of the centre's streets and public open spaces.

#### **Objectives**

1. A network of local centres that enable commercial activity which services local convenience needs and provides residential living opportunities.
2. The scale and intensity of development within local centres respects the future planned character of the surrounding environment.

#### **Policies**

1. Enable activities for local convenience needs of the surrounding residential area, including local retail, commercial services, office, food and beverage and small scale supermarkets.
2. Enable residential activity above street level.
3. Discourage large-scale commercial activity that would adversely affect the:
  - a. retention and establishment of a mix of activities within the local centre
  - b. function, vitality or amenity of the City Centre, Metropolitan and Town Centre zones
  - c. safe and efficient operation of the transport network.

### 3.2.3.6 Neighbourhood Centre zone

#### **Zone description**

This zone applies to single corner stores or small shopping strips located in residential neighbourhoods. They provide residents and passers-by with daily retail and commercial service needs.

Buildings of up to three storeys high and residential use at upper floors is permitted. Development is expected to be in keeping with the surrounding residential environment.

#### **Objectives**

1. Commercial activities within residential areas, limited to a range and scale that meets the local convenience needs of residents as well as passers-by are provided in neighbourhood centres.
2. Neighbourhood centres are developed to a scale and intensity that respects the future planned character of the surrounding environment.

#### **Policies**

1. Provide for limited small scale commercial activities to meet either local or passers-by convenience needs, including local retail, business services, food and beverage activities.
2. Enable residential activity above street level.
3. Discourage large-scale commercial activity that would adversely affect the:
  - a. retention and establishment of a mix of activities within the neighbourhood centre
  - b. function, vitality or amenity of the City Centre, Metropolitan and Town Centre zones
  - c. safe and efficient operation of the transport network.

### 3.2.3.7 Mixed Use zone

#### Zone description

This zone is typically located around centres and along frequent public transport corridors and major road corridors. It acts as a transition area, in terms of scale and activity, between residential areas and the City Centre, Metropolitan and Town Centre zones. It also applies to areas where there is a need for a compatible mix of residential and employment activities.

The zone provides for residential and smaller scale commercial activity that does not cumulatively affect the viability of centres. Where the zone is adjacent to the city centre, metropolitan centres and larger town centres, buildings up to six storeys in height are permitted. In other areas where the zone applies, buildings up to four storeys are permitted. Provisions do not specifically require a mix of uses on individual sites or within areas, but buildings should be adaptable so that the uses within them can change over time.

Some street frontages within the zone are subject to a Key Retail or General Commercial overlay. Key retail streets are the focal point of pedestrian activity within the centre. General commercial streets play a supporting role. Development fronting these streets is expected to reinforce this function. Rules for the overlay are incorporated in the zone rules.

New development within the zone requires resource consent in order to ensure that it is designed to a high standard which enhances the quality of streets within the area and public open spaces.

#### Objectives

1. Moderate to high residential and employment opportunities, in a limited number of areas in close proximity to, or which can support the City Centre, Metropolitan and Town Centre zones and growth corridors, are encouraged, while ensuring that activities within the zone do not detract from the vitality and viability of these areas.
2. A mix of compatible residential and non-residential activities is encouraged.
3. Key retail streets are identified and the focal point of pedestrian activity, with identified general commercial streets supporting this role.

#### Policies

1. Locate the Mixed Use zone in suitable locations within a close walk of the City Centre, Metropolitan and Town Centre zones, frequent public transport corridors and major transport corridors.
2. Provide for a range of commercial activities that will not diminish the vitality and viability of the City Centre, Metropolitan and Town Centre zones and limit larger retail and office activities.
3. Enable the development of intensive residential activities.
4. Recognise the importance of particular streets identified on the Key Retail and General Commercial Frontage overlay as primary places for public interaction:
  - a. by requiring buildings with frontages to these streets to:
    - i. provide greater stud heights between floors to maximise building adaptability to a range of uses
    - ii. avoid blank walls
    - iii. provide easily accessible pedestrian entrances.
  - b. and in addition, require building frontages subject to the Key Retail Frontage overlay to:
    - i. maximise glazing
    - ii. erect frontages of sufficient height to frame the street
    - iii. provide weather protection to pedestrians.

5. Development should not adversely effect the safe operation of the transport network.

### 3.2.3.8 General Business zone

#### Zone description

This zone provides for business activities that may not be appropriate for, or are unable to locate in, centres. This includes activities ranging from light industrial to limited office and large format retail activities. Large format retail is preferred in centres but it is recognised that this is not always possible. Large format retail activities are appropriate in the General Business zone only when this does not adversely affect the vitality and viability of the City Centre, Metropolitan and Town Centre zones. Although the application of the zone within Auckland is limited, it is an important part of the Unitary Plan's strategy to provide for growth in commercial activity and manage the effects of large format retail.

Small retail activities are not appropriate in the zone as the presence of these activities, in combination with large format retail, will effectively create an unplanned centre. Residential activity is also not envisaged due to the presence of light industrial activities and the need to preserve land for out-of-centre commercial opportunities.

The zone is located in areas close to the City Centre, Metropolitan and Town Centre zones or along identified growth corridors, where there is good transport access and exposure to customers. The design of development within this zone is expected to contribute to an active street edge.

#### Objectives

1. Business activities are provided for that may not be appropriate for, or are not able to locate in centres.
2. Additional employment opportunities are enabled in a limited number of areas which are located along identified growth corridors or close to City Centre, Metropolitan and Town Centre zones, while ensuring activities within the zone do not detract from the vitality and viability of these centres.
3. A mix of compatible business activities are enabled, including light industry, large format retail and small service activities.

#### Policies

1. Locate the zone adjacent or close to the City Centre, Metropolitan and Town Centre zones and along identified growth corridors.
2. Enable a range of commercial activities that are either:
  - a. difficult to accommodate within centres due to their scale and functional requirements
  - b. more appropriately located outside of the City Centre, Metropolitan Centre or Town Centre zone.
3. Avoid commercial activity of a scale and type locating within the zone that will detract from the vitality and viability of the City Centre, Metropolitan and Town Centre zones.
4. Avoid small-scale retail activities locating within the zone except for commercial services and food and beverage activities.
5. Enable light industrial activities to locate within the zone but discourage activities which have noxious or offensive odour, dust or noise emissions.
6. Manage compatibility issues of activities within and between developments through site layout and design measures.
7. Require a good standard of amenity given the location of the zone close to centres and along growth corridors.

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8. Require development to achieve, in order of priority:
  - a. active building frontages along streets
  - b. where (a) is not reasonably possible to achieve attractive and well articulated facades, walls and fences.
  
9. Manage development so that it does not adversely affect the safe operation of the transport network.

### 3.2.3.9 Business Park zone

#### Zone description

A business park is a location where office-type business activities can group together in a park or campus like environment. This zone enables moderate to intensive office activity and some ancillary services such as gymnasiums, child care and food and beverage outlets. These high amenity and comprehensively planned business areas are located adjacent to high frequency public transport networks.

The zone is designed to recognise the existing business parks of Smales Farm and Central Park. It has a limited future application, as new office activities are expected to locate within and reinforce the roles of the city centre, metropolitan centres and town centres. Where new business parks are proposed, limits are expected to be put in place on the amount of office that can establish within these parks.

#### Objectives

1. Existing business parks are recognised and limited opportunities for new business parks for office based employment are provided for, which:
  - a. are comprehensively planned
  - b. avoid adverse effects on the function and amenity of the City Centre, Metropolitan and Town Centre zones and neighbouring zones
  - c. are easily accessible by high frequency public transport.
2. The establishment of retail activities is limited, except where these are ancillary and support intensive employment activities undertaken within the zone.
3. Development is of high amenity value and is well connected well to the surrounding street network.

#### Policies

1. Apply the Business Park zone to new areas by means of a plan change and an associated precinct planning process.
2. Require the location of a proposed new business park to:
  - a. be within practical walking distance of high frequency public transport
  - b. not adversely affect the vitality and viability of the City Centre, Metropolitan and Town Centre zones.
3. Avoid expansion of existing and proposed business parks into residential areas.
4. Require a plan change for a new business park to:
  - a. place a limit on the permitted amount of office space so as not to affect the vitality and viability of the City Centre, Metropolitan and Town Centre zones
  - b. limit retail to those services which meet the immediate needs of office workers, such as food and beverage
  - c. limit residential activity except for visitor accommodation
  - d. demonstrate that the business park will not adversely affect the safe and efficient operation of the transport network
  - e. demonstrate that a comprehensively planned development and a high standard of visual, landscaped and pedestrian amenity will be achieved
  - f. control the scale of built development so that it remains compatible with a landscaped high quality business space
  - g. limit development where environmental or servicing constraints exist, unless these can be adequately mitigated
  - h. maximise the number and quality of connections through the site where these provide logical links to the local street network, with a priority on pedestrian and cycle routes and avoiding fenced and gated environments.

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5. Require that where development of a business park is staged, the different stages should be managed to preserve amenity values and the environment and the impact on the transport network.



### 3.2.3.10 Light Industry zone

#### **Zone description**

This zone provides for light industrial activities that do not generate significant unpleasant or noxious odour, dust or noise emissions. This includes light manufacturing, production, logistics, storage, transport and distribution activities.

Due to the industrial nature of the activities, sensitive activities such as residential, office or retail activities that are not related to the predominant use on-site are not appropriate. An exception is made for trade suppliers, motor vehicle sales and garden centres, which may locate in the zone subject to location and traffic considerations.

#### **Objectives**

1. Light industrial activities locate and function productively within the zone.
2. The establishment of activities that may diminish the efficiency and functionality of the zone is avoided.
3. Adverse effects on the natural environment and general amenity, both within the zone and on adjacent areas, are managed.
4. Development avoids adverse effects on the amenity of adjacent public open spaces and residential zones.

#### **Policies**

1. Enable a range of light industrial activities to locate in the zone.
2. Avoid activities that create reverse sensitivity effects and constrain the the establishment and operation of light industrial activities.
3. Limit retail activities in the zone to:
  - a. convenience retail that serves the local worker population
  - b. trade suppliers, motor vehicle sales and garden centres.
4. Avoid office and residential activities, except where they are ancillary to the primary activity on-site.
5. Require development that adjoins public open space or residential zones to maintain and enhance the amenity values of those places.
6. Manage development so that it does not adversely effect the safe and efficient operation of the transport network, particularly for freight.

### 3.2.3.11 Heavy Industry zone

#### Zone description

This zone provides for industrial activities that may produce unpleasant or noxious odour, dust and noise emissions. Air quality emissions standards that are different to the rest of Auckland will often apply. A key attribute of the zone is that it contains sites large enough to accommodate large-scale low intensity industrial activities.

Sensitive activities are not appropriate in the zone and buildings are expected to have a mainly functional standard of amenity. The zone is typically located close to key freight routes.

#### Objectives

1. The efficiency of heavy industry is maximised without being unreasonably constrained by other activities.
2. The availability of Heavy Industry zoned land and activities, which are required to locate there because of the nature of their operation, are protected from the encroachment of:
  - a. sensitive activities such as residential, community, education or medical facilities
  - b. commercial activities that are more suited to other business zones.
3. The supply of large sites within the zone is not reduced by subdivision.
4. Adverse effects on the natural environment and general amenity, both within the zone and on adjacent areas, are managed.

#### Policies

1. Enable heavy industrial activities to operate with a level of certainty that their operations will not be unreasonably constrained by other activities.
2. Prevent activities which do not support the primary function of the zone, such as:
  - a. residential activities other than for persons whose duties require them to live on-site
  - b. office activities other than accessory office activities
  - c. retail activities other than convenience-type retail to serve local worker population
  - d. the establishment of commercial activities that do not have a functional requirement to be located within the Heavy Industrial zone
  - e. community, educational or medical facilities sensitive to the effects of industrial activities.
3. Avoid subdivision of large sites.
4. Require development that adjoins public open space or residential zones to maintain and enhance the amenity values of those places.
5. Manage development so that it does not adversely effect the safe and efficient operation of the transport network, particularly for freight.
6. Control building location, height and bulk so that it does not adversely affect amenity in adjoining streets, Public Open Space and Residential zones. Particular consideration will be given to potential visual effects, dominance, loss of privacy and shading.

### 3.2.4 Future Urban zone

The following provisions form part of the district plan.

#### **Zone description**

This zone is applied to land located on the periphery of existing urban areas within the RUB. This is land the council has determined as suitable for future urban development, which will negate the need for urban development outside of the RUB. This zone is a transitional zone which provides for the land to be used for rural activities until it is developed for urban activities, via the structure plan process.

#### **Objectives**

1. Rural activities and the functioning of the rural community continue until the land is rezoned for urban development.
2. Future urban development is not compromised by premature subdivision, use and development.
3. Environmental, landscape, heritage and rural character values are not diminished by rural activities and development.
4. Structure planning determines future urban development form and timing.

#### **Policies**

1. Require a structure plan in accordance with Appendix 1 prior to the rezoning of land for urban development.
2. Enable subdivision for network utilities, amendments to a cross lease and minor boundary adjustments and not for other types of subdivision.
3. Avoid activities that:
  - a. compromise the efficient and effective operation of the surrounding transport network
  - b. create demand for the provision, or extension of the transport, wastewater, water supply, stormwater networks or other infrastructure ahead of the time it is needed for urban development
  - c. create or extend infrastructure out of sequence or that is not contiguous with the existing network infrastructure
  - d. attract a high proportion of users beyond the local community
  - e. will give rise to reverse sensitivity issues when urban development occurs.
4. Enable activities that are reliant on the quality of the soil, require a rural location to operate or which provide for the day to day needs of the local rural community.
5. Require building development to maintain a spacious rural character, so that the natural environment is dominant to the built form.
6. Avoid additional dwellings on a site.

### 3.2.5 Coastal zones

The following provisions form part of the regional and district plan. All provisions relating to the CMA are regional coastal plan provisions.

#### **Introduction**

The controls for the General Coastal Marine zone apply to all Coastal zones unless otherwise specified.

In addition to the zone controls, there are controls on the use of the CMA in the overlay controls and in the Auckland-wide general activity standards for temporary activities, noise and signs. Discharges to the CMA from stormwater and wastewater are in Part 3.1.3.

Activities in the CMA need to comply with the navigation safety bylaw and may require a permit from the council's harbourmaster's office. Other bylaws place controls on activities such as the use of vehicles on beaches.

#### **The Coastal zones are:**

##### **General Coastal Marine (CMA only)**

This zone includes the majority of Auckland's coastal marine area (CMA). It covers all of the CMA other than the zones and precincts listed below.

##### **Marina (land and CMA)**

This zone provides for the development and operation of various established marinas. It covers both land and CMA to enable integrated consideration of activities that cross MHWS.

##### **Mooring (CMA only)**

This zone has been established to encourage the mooring of vessels at strategic locations and popular cruising destinations in Auckland. By establishing such areas, the Unitary Plan seeks to concentrate the adverse effects of moorings in defined locations and avoid proliferation of moorings throughout the CMA.

##### **Minor port (land and CMA)**

This zone provides for the integrated and efficient operation of particular minor ports in the Auckland region. The port zone includes the Port of Onehunga, the Gabador Place Wharves, the Papakura LPG Terminal and the Chelsea Sugar Factory Wharf. The zone includes land as well as CMA at the Port of Onehunga and Gabador Place to integrate management across mean high water springs.

##### **Ferry terminal (CMA only)**

This zone provides for the Integrated and efficient operation and development of ferry terminal facilities. This zone applies to terminals at Devonport (includes Devonport and Victoria wharves), Stanley Bay, Northcote, Birkenhead, Beach Haven, Hobsonville, Mātiatia and Kennedy Point (Waiheke Island), and Whangaparāoa, Tryphena and Port Fitzroy (Great Barrier Island). The existing ferry terminal facilities at Gulf Harbour, Bayswater, West Harbour, Half Moon Bay and Pine Harbour are within marinas and are in the Marina zone.

##### **Defence (CMA only)**

This zone provides for the continued operation of defence activities in the CMA adjacent to the HMNZ Naval Base in Devonport and the Onetaunga Bay Wharf (Kauri Point).

##### **City Centre zone waterfront precincts (land and CMA)**

This area is included in the City Centre zone to recognise the key role of the waterfront as part of the city centre. This area includes the Port, Viaduct and Central Wharves, Wynyard and Westhaven precincts.

### **Airport Coastal (CMA only)**

The CMA adjacent to the Auckland International Airport is included in the infrastructure section.

#### **3.2.5.1 General objectives and policies**

##### **Background**

Many activities in the CMA take place in more than one coastal zone. Their management is provided through objectives and policies for the activity that apply across zones, namely:

- drainage, reclamation and declamation
- the deposit and disposal of material
- dredging
- disturbance of the foreshore and seabed
- mineral extraction
- vegetation: mangrove management
- vegetation: removal of exotic species and Pacific oyster shell
- vegetation: planting in the CMA
- taking, use and damming or diverting of coastal waters
- discharges
- sewage discharge from vessels
- discharges from bio-fouling and vessel maintenance
- occupation of coastal areas by use and development
- aquaculture
- structures
- local water transport facilities
- coastal noise.

In addition to these provisions the objectives, policies and rules for the zone in which an activity is to be undertaken need to be considered. Together these provisions provide the management framework for the CMA.

##### **3.2.5.1.1 Drainage, reclamation and declamation**

###### **Background**

Reclamation and drainage in the CMA can have potentially significant and often irreversible adverse effects on natural character, coastal processes, habitats and ecosystems. As a general principle, reclamation and drainage should be avoided in the CMA unless necessary for regionally or nationally significant infrastructure.

Declamation of land can have adverse effects on natural character, water quality, ecological values and coastal processes. The adverse effects from declamation, if undertaken in an appropriate location, and at an appropriate scale, may be offset by the enhanced public access and social and economic opportunities provided by extending water access.

Declamation of reclaimed land in the CMA can provide benefits to natural character, habitat and ecosystems, as well as community benefits, such as a greater level of access to water space.

###### **Objectives**

1. The natural character, ecological values and natural coastal processes of the CMA are not adversely affected by inappropriate reclamation, drainage or declamation
2. Public access and amenity values are not adversely affected by inappropriate reclamation, drainage or declamation.

###### **Policies**

1. Avoid reclamation and drainage in the CMA, except where all of the following apply:
  - a. the reclamation, or purpose for which it is required, will provide significant public, regional or national benefit

b. the reclamation is necessary to enable the efficient operation of infrastructure, including ports, marinas, airports, roads, pipelines, electricity transmission, railways, ferry terminals, and electricity generation, where they comply with other relevant policies

c. the development cannot reasonably or practicably be located on land outside the CMA

d. there are no practicable alternative methods of providing for the activity

e. efficient use will be made of the CMA by using the minimum area necessary

f. there are either positive effects or minor adverse effects which can be mitigated

g. adverse cumulative effects are avoided.

2. Require proposals for reclamation to mitigate effects through form and design, as far as practicable, taking into account:

a. the compatibility of the design with the location

b. the degree to which the materials used are visually compatible with the adjoining coast

c. the ability to avoid consequential erosion and accretion, and other natural hazards.

3. Require the design of reclamations to take into account the potential effects of climate change, including sea level rise, over 100 years.

4. Maintain and where possible enhance public access to and along the CMA in reclamation and drainage, unless a restriction on public access is appropriate.

5. Require an esplanade reserve or strip to be included on reclaimed or drained areas of the CMA, unless a restriction on public access is appropriate.

6. Avoid using contaminated materials in reclamation, unless it is contained in a way that avoids adverse effects on water quality, aquatic ecosystems and indigenous biodiversity in the CMA.

7. Consider, in assessing applications to authorise past unlawful reclamation or drainage in the CMA, whether:

a. where the greatest adverse environmental effect will occur, either retaining the unlawfully reclaimed or drained area or restoration to an original state

b. removal of the reclamation or reinstatement of the drained area is practicable and what the associated level of disturbance.

8. Encourage declamation of reclaimed land where it would:

a. restore the natural character and resources of the CMA

b. provide for better public access or greater open water space.

### **3.2.5.1.2 The depositing and disposal of material**

#### **Background**

The depositing and disposal of material in the CMA affects natural character, coastal processes, water quality, sediment quality and the ecology of an area. The type and scale of effects are related to the volume and type of material deposited, its level of contamination, the method of disposal, and the characteristics of the disposal site.

Material is usually deposited on the foreshore or seabed for two key purposes: to dispose of dredge spoil or waste material, or the placement of material for beach re-nourishment and erosion protection. The disposal of dredge spoil and waste is subject to the Resource Management (Marine Pollution) Regulations 1998.

#### **Objectives**

1. The depositing of material is provided for in appropriate locations, where the purpose is to provide for public benefit, erosion control or habitat enhancement.

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2. Areas identified as having significant values are not adversely affected by material being deposited or disposed of in the CMA.
  3. The adverse effects from the disposal of material, particularly any contaminated material, are minimised.
  4. The ecological, recreational, cultural, and amenity values of the Hauraki Gulf are protected from the adverse effects associated with the disposal of material.

### **Policies**

1. Provide for the depositing of material that is free of waste and contaminants on the foreshore and in the CMA where:
  - a. it is for beach nourishment and the material has similar physical characteristics to the sediments at the location
  - b. it has environmental, scientific, cultural, amenity or social benefits, or is for erosion control
  - c. the adverse environment effects of depositing material can be avoided, remedied or mitigated
  - d. the methods used will maximise retention of the material within the coastal cell in which it is placed.
2. Avoid the disposal of material in the Hauraki Gulf Marine Park.
3. Avoid the disposal of material in the CMA where it will have adverse effects on:
  - a. the values of areas identified as having significant value
  - b. areas of special value to Mana Whenua.
4. Avoid the disposal of solid inorganic waste or other matter, such as vessels, or structures in the CMA, unless:
  - a. it is for environmental, scientific, cultural, amenity or social benefits and the adverse effects associated with the disposal can be avoided as far as practicable, or remedied or mitigated
  - b. there is no reasonable alternative method for removal of the vessel, platform or structure from the CMA and its subsequent disposal onto land
  - c. there will be less environmental effect from disposing of the vessel, platform or structure in the CMA than on land
  - d. the proposed disposal area will not interfere with or adversely affect other users of the CMA.
5. Avoid significant adverse effects from the disposal of material, and determine the appropriateness of proposals by taking into account:
  - a. the volume of material
  - b. the degree of contamination and resulting effects on water quality, sediment quality and ecology
  - c. the presence of harmful aquatic organisms in the material to be disposed of and the risk of introducing these into areas where they are not present
  - d. the sensitivity of the receiving environment, with particular reference to natural character and ecological values
  - e. the public use of the area
  - f. the characteristics of the disposal area, with particular reference to the potential for contaminants to be released from the area, and the potential for re-suspension of the material
  - g. the disposal technique, and for dredged material, the water content or solidity of the material at the time of disposal
  - h. available alternative disposal techniques, including stabilisation, use as mudcrete, or disposing of the material on land
  - i. the other matters contained in Schedule 3 of the Marine Pollution Regulations.
6. Avoid the disposal of significantly contaminated material in the CMA unless, after undertaking an assessment of waste management options described in Part 1, Schedule 3 of the Marine Pollution Regulations, it can be demonstrated that:

- a. there are no reasonable and practicable alternative disposal methods or areas
  - b. the contaminants can be satisfactorily contained within the disposal area, or if it is a dispersive environment, that the adverse effects associated with the release of contaminants will not be significant.
7. Require the disposal of material to be undertaken in an area that will minimise the spread or loss of sediment and other contaminants to the surrounding seabed and coastal waters, or demonstrate that the site is the best practicable option given the type of material to be disposed of.
8. Require proposals to dispose of material in a dispersive environment to demonstrate that the adverse effects associated with the release and spread of contaminants and sediment will not be significant.
9. Require any disposal of material to be undertaken at a location and time that will avoid, remedy or mitigate adverse effects on:
- a. the ecological function of the area, such as growth and reproduction of marine and coastal fauna and flora, including feeding and spawning habitats and migratory pathways
  - b. other established activities, including recreational use
  - c. water quality, including any contributing factors which may lead to or promote algal blooms.

### 3.2.5.1.3 Dredging

#### Background

Dredging is sometimes necessary to enable the continuation of certain existing activities, for example to maintain adequate water depth in navigation channels and around structures to enable ongoing safe vessel movement and access, and operation of port infrastructure. Dredging may also be necessary to:

- enable the development of new activities such as ports, marinas, wharves and jetties, and to clear, cut or realign stream and river mouths
- provide for the operation of land drainage and stormwater systems.

However, there can be potentially adverse environmental effects associated with dredging and these need to be minimised.

Where practicable, new development should be located to minimise the need for dredging or channel clearance, both during development and in the ongoing use of the facility.

#### Objectives

1. Adequate and safe navigational depth is retained through maintenance dredging.
2. Risk of flooding or erosion, including from channels, river-mouths or drainage systems, is minimised by dredging.
3. New use and development is located and designed to minimise the need for dredging.

#### Policies

1. Require the development or redevelopment of marinas, wharves, piers and berths to be designed and located to minimise the need for dredging.
2. Enable maintenance dredging within the Minor Port, Defence, Ferry Terminal and Marina zones and the City Centre waterfront precincts, and navigational channels for ongoing use.
3. Require dredging to be undertaken at a time that will avoid, or minimise, adverse effects on marine mammals, bird roosting, nesting and feeding, and recreational users of the CMA.
4. Control dredging so that it does not:



- a. cause or exacerbate erosion within the CMA or on adjacent land
  - b. cause damage to any existing lawful structures
  - c. result in the permanent loss of any habitat of a rare or endangered species
  - d. result in adverse effects on significant surf breaks identified in Appendix 6.3
  - e. result in the permanent loss of historic heritage.
5. Require best practice methods and procedures for dredging contaminated sediments, and to minimise sediment or contaminant mobilisation and dispersal.
6. Require proposals for dredging to demonstrate that:
- a. there are no practicable alternative methods, locations or designs for the activity which would avoid or reduce the need for dredging
  - b. any bed disturbance and resulting turbidity is localised and limited in duration so that there are no long-term adverse effects on the surrounding environment.
7. Enable dredging to minimise the risk of flooding and erosion through:
- a. clearing, cutting or realigning stream or river mouths or watercourses for drainage purposes
  - b. clearing the exit of any lawful storm water outfall or pipe
  - c. maintaining efficient water flow to reduce the risk of flooding and erosion
  - d. maintaining structures and removing hazards to recreational users.

### **3.2.5.1.4 Disturbance of the foreshore and seabed**

#### **Background**

Activities and works, including drilling, piling, tunnelling, or the construction, maintenance or removal of structures, can have adverse effects on the foreshore and seabed, including:

- compaction or 'cutting-up' of the foreshore or seabed
- sediment discharges and impacts on water quality, habitat, flora and fauna
- loss of vegetation
- displaced material from excavation and piling
- equipment and material being deposited in the CMA
- disturbance, destruction or demolition of historic heritage.

Visual, natural character and amenity values can also be adversely affected by significant disturbance of the foreshore.

A number of activities, including recreation and general use of the CMA, can also result in some degree of disturbance to the foreshore and seabed.

Construction or installation works associated with structures may involve a level of disturbance to the foreshore and seabed that is only minor and will result in only short-term effects.

#### **Objectives**

1. Use, activities and works are allowed where the effects of disturbance on the foreshore and seabed are short-term and minor.
2. Disturbance of the foreshore and seabed is managed to minimise adverse effects on natural character, ecological values, coastal processes and historic heritage.

#### **Policies**

1. Enable recreational activities, use, and works in the CMA that result in a minor level of disturbance to the foreshore and seabed that can be remedied by natural coastal processes.
2. Allow disturbance of the foreshore and seabed, outside areas identified as having significant values, where

there is no practicable alternative, and the disturbance is necessary for:

- a. providing infrastructure or drainage systems in appropriate locations
- b. the operation, maintenance and use of existing lawful structures, or infrastructure
- c. the efficient functioning of drainage systems
- d. public health and safety.

3. Allow disturbance of the foreshore or seabed that is necessary to protect, maintain or enhance historic heritage, geological, ecological or habitat values, or for public access or research, where this is consistent with maintaining the values of the area.

4. Require use and development to limit the area of foreshore and seabed disturbance to the extent practicable, and for the works to be done at a time of day or year that will minimise effects on:

- a. the feeding, spawning and migratory patterns of marine and coastal fauna, including bird roosting, nesting and feeding
- b. stability of coastal features such as dunes and coastal vegetation
- c. public access and recreational use of the CMA
- d. other established activities
- e. traditional gathering, collection or harvest of kaimoana by Mana Whenua
- f. historic heritage.

5. Require activities or works to be done by methods and at times and in conditions that will minimise the release of sediment and contaminants into coastal water.

6. Avoid disturbance of the foreshore and seabed that will result in significant changes to natural coastal processes that will have adverse effects on significant surf breaks identified in Appendix 6.3, or cause or exacerbate coastal erosion.

7. Avoid significant adverse effects on the CMA from the location, or method of disposal, of any displaced material.

8. Reinstatement of the foreshore or seabed upon completion of works, where practicable, to be in keeping with the natural character and visual amenity of the area.

### **3.2.5.1.5 Mineral extraction**

#### **Background**

Growth, development and activities in Auckland create significant demand for minerals, sand, shingle, shell and other natural material from the CMA. Whether it is for steel or glass production, construction materials, or beach replenishment purposes, these resources can benefit the regional community and economy.

The effects associated with their extraction from the CMA depend on the location, techniques used, characteristics of the extracted material and sensitivity of the environment. For this reason, a precautionary approach is proposed, recognising that the potential adverse effects on the physical coastal system can be uncertain or that it is difficult in many cases to determine an accurate sediment budget.

#### **Objective**

1. The extraction of minerals, sand, shingle, shell and other natural material from the CMA is managed to avoid significant adverse effects.

#### **Policies**

1. Encourage the sustainable extraction of minerals, sand, shingle, shell and other natural material from areas of known sediment replenishment.

2. Adopt a precautionary approach to applications for extraction within the CMA. This may include staged development in terms of:

- a. the location of the activity
- b. the maximum volume of minerals, sand, shingle, shell and other natural material to be extracted
- c. the term of consent.

3. Require applications for mineral extraction from the CMA to demonstrate:

- a. the extent of the benefits derived from the activity
- b. the extent to which the extraction has significant adverse effects on:
  - i. marine and coastal vegetation
  - ii. feeding, spawning and migratory patterns of marine and coastal fauna, including bird roosting and nesting
  - iii. stability of dunes and coastal vegetation
  - iv. recreational and amenity values of the area
  - v. the values of significant surf-breaks identified in Appendix 6.3
  - vi. other established activities
  - vii. Mana Whenua values
  - viii. bathymetry, foreshore contours, sediment particle size or physical coastal processes
  - ix. sediments, turbidity or biota caused by the release of contaminants
  - x. the habitat of a rare or endangered species.
  - xi. coastal erosion
  - xii. marine flora and fauna, including benthic and pelagic species of fin fish and shellfish, and how it will enable re-colonisation by the benthic species present before extraction took place
  - xiii. historic heritage.
- c. measures to manage the above adverse effects, including remediation and mitigation.

### 3.2.5.1.6 Vegetation: mangrove management

#### Background

Mangroves are a valuable part of coastal ecosystems and perform an important role in trapping sediment and contaminants and in mitigating coastal erosion. However, in some areas mangroves have been spreading and are having an adverse effect on other use and values of the coast. A key factor contributing to their spread is the level of sediment entering the CMA from catchments, both from past and current land use, and cumulatively over time. Mangroves have increased significantly in some areas and with the increasing urbanisation and use of coastal areas this has resulted in demands for mangroves to be able to be removed back to an extent that existed at a earlier point in time.

Mangroves can affect access, navigation, views, amenity values and the ongoing safe use and function of structures, infrastructure and drainage systems. In some areas mangrove spread has resulted in mangroves dominating over other habitat types and reducing biodiversity. Removal may be appropriate to address these issues. As the coast is predominantly public commons, mangrove removal should be for the purpose of maintaining biodiversity or to provide for public use and benefit, rather than for private property gain or enhancement. In some areas plans have been developed for the management of the land-sea interface. These include existing coastal compartment plans, comprehensive coastal management plans, area plans, reserve management plans and integrated catchment management plans. Mangrove removal proposals, and initiatives to reduce sediment inputs, should take into account the strategic direction provided by any plan adopted for the area.

Removal activities disturb and damage the foreshore and seabed and can have adverse effects on water quality from the release of sediment and contaminants. Removal can also affect ecological values, including on native and migratory bird species, particularly during breeding and feeding times. At the same time mangrove spread can reduce wading bird feeding and roosting areas and removal may be appropriate to retain these areas. As areas have different use and values, and are subject to varying natural processes of wind, wave and tide, the effects of mangrove removal will differ between locations. The most appropriate method of removal and disposal

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of removed mangroves will also differ between sites. Mangrove removal should be accompanied by initiatives to address the long-term issue of mangrove spread by reducing the amount of sediment entering the CMA, as sediment that settles in upper estuaries and harbours creates an environment where mangroves can successfully establish and spread. The long-term maintenance of cleared areas needs to be provided for if they are to remain free of mangroves in the long-term. Mangrove seedlings can quickly re-colonise areas if they are not removed on an on-going basis. Sediment may also move from cleared areas over time and result in mangrove stumps needing to be cut back to the new seabed level to maintain the safe use of cleared areas.

### Objectives

1. The ecological value of mangroves is recognised and mangroves are retained in areas where they have been identified as having significant ecological value.
2. Mangroves are retained in areas that are subject to active coastal erosion and where they perform an important role in mitigating coastal hazards.
3. The spread of mangroves is managed and removal in appropriate locations enabled to restore or maintain public access, navigation and amenity values, or to retain ecological values, including significant wading bird areas.
4. That mangroves are able to be removed from areas where they have spread since 1996, with only minor adverse effects on the environment.
5. Sediment inputs into the CMA, that facilitate on-going mangrove colonisation and spread, are reduced.

### Policies

1. Avoid the removal of mangroves, including seedlings, from areas:
  - a. identified as having significant ecological or natural character values, or where mangroves provide important ecological values
  - b. of active coastal erosion where mangroves provide a buffer against coastal processes causing erosion
  - c. where the sediments contain high levels of contaminants at risk of being re-suspended.
2. Encourage an assessment of sediment inputs in the area and promote catchment initiatives to reduce sediment and nutrient inputs when mangrove removal activities are proposed.
3. Provide for mangrove and seedling removal where mangroves have spread and the proposed removal is necessary to enable, maintain, restore or enhance:
  - a. public access to, or along, the CMA
  - b. connections with reserves or publicly owned land and the sea
  - c. public use and amenity values
  - d. water access and navigation, including waka portage routes
  - e. public health and safety, including sightlines and traffic safety
  - f. access to the coast from marae, or to areas of traditional use
  - g. ecological values, including significant wading bird feeding or roosting areas
  - h. cultural or historic heritage or natural features.
4. Enable mangrove removal back to the extent that existed at 1996 to reinstate navigation, access and amenity values, subject to the methods of removal and disposal having only minor adverse effects on the CMA.
5. Enable mangrove removal, where there is no practicable alternative, and removal is necessary to allow for:
  - a. the operation, maintenance and use of existing lawful structures, or infrastructure including drainage
  - b. the provision of infrastructure, including drainage systems that cannot practically be located in an alternative area that would avoid the need for mangrove removal
  - c. removal of areas identified for clearance in a reserve management, comprehensive coastal management

plan, or similar plan that has been subject to a statutory consultation process where the potential adverse effects have been considered.

6. Require mangrove removal to:

- a. minimise the disturbance of the foreshore and seabed and to shorebird breeding and feeding, including migratory species
- b. minimise sediment and contaminant discharges
- c. where practical, dispose of removed mangroves by an appropriate method outside the CMA
- d. provide evidence that the disposal method will not result in significant adverse effects on the CMA where landward disposal is not proposed
- e. take an adaptive management approach for mangrove removal and disposal where a significant area of removal is proposed and there is uncertainty over the extent of adverse effects
- f. provide for the long-term maintenance of cleared areas.

6. Avoid burning of removed mangroves as the method of disposal in the CMA.

#### **3.2.5.1.7 Vegetation: removal of exotic species and pacific oyster shell**

##### **Background**

Exotic or introduced plants, including *Spartina* and seaweeds, can spread rapidly and cause adverse effects on indigenous biodiversity. However, their removal needs to be managed to avoid the risk of spreading.

Pacific oysters are an exotic species that cause significant adverse effects on use and amenity values, particularly through the accumulation of shells.

##### **Objective**

1. Indigenous biodiversity, public access and amenity values are restored, maintained or enhanced.

##### **Policies**

1. Allow the removal of exotic plants where:
  - a. the removal meets the provisions of an approved pest management strategy prepared under the Biosecurity Act 1993
  - b. removal will have the least adverse environmental effects and a lesser adverse effect than taking no action
  - c. the method of removal and disposal minimises any adverse effects, including the risks of further spread.
2. Allow the removal of Pacific oyster shell where:
  - a. shells are having an adverse effect on access, use or natural values of the CMA
  - b. the method of removal and level of disturbance will have only minor effects on areas identified as having significant ecological value
  - c. appropriate provision is made for the collection and land-based disposal of removed shell.

##### **Note**

Pacific oyster shell removal must also comply with the Fisheries Act 1996.

#### **3.2.5.1.8 Vegetation: planting in the CMA**

##### **Background**

The planting of native plants for habitat protection and enhancement or for coastal hazard mitigation can have beneficial effects on the ecology of the CMA. The greatest benefit is achieved from using plants sourced from within, rather than outside, the same ecological district.

The introduction of exotic plants can have adverse effects on the ecology and natural processes of the CMA. Often the potential effects of exotic species are unknown.

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### Objective

1. The distinct natural variations in native plant species that occur between different areas, and biodiversity in the CMA, are maintained.

### Policies

1. Avoid the introduction and use of exotic plant species into the CMA unless the adverse effects are understood and can be avoided or mitigated.

2. Avoid the planting, transplanting or introduction of all species of *Spartina* (cord grass) in the CMA.

3. Source native plants used for planting in the CMA from the same ecological district unless:

- a. this is not possible
- b. any adverse effects, including cumulative effects, on local native plants can be avoided or mitigated.

4. Plant native plants in the CMA in order to:

- a. enhance existing natural character and communities of native plants by using native plants that are consistent with the local native plants species and common to the location
- b. avoid any change to natural coastal processes, unless the planting is for the purpose of mitigating a coastal hazard.

### 3.2.5.1.9 Taking, use and damming or diverting of coastal waters

#### Background

While water is an abundant resource in the CMA adverse environmental effects may result from the taking, use, damming or diverting of large quantities of coastal water. Adverse environmental effects are more likely to occur if these activities are undertaken in more enclosed and sensitive coastal areas such as estuaries, inlets, harbours and embayments. The structures or works associated with these activities may also have adverse environmental effects.

#### Objective

1. The taking, use or diversion of coastal water is managed to protect the values of the CMA.

#### Policies

1. Enable the taking or use of coastal water for the normal operational needs of vessels or for fire-fighting purposes.

2. Provide for taking, use or diversion of coastal water, or taking or use heat or energy from coastal water, where it will not:

- a. have significant adverse effects on the natural character of the coastal environment
- b. result in the abstraction of significant numbers of marine organisms
- c. damage or destroy marine habitats or natural features
- d. produce significant changes in water levels, current velocity and sediment transport patterns which would increase sedimentation, result in scouring, or change existing dynamic coastal processes
- e. adversely affect water quality
- f. produce significant changes in water temperature
- g. adversely affect adjacent land uses.

3. Avoid damming or impoundment of coastal water unless:

- a. there is no practicable alternative location on land or other method available
- b. there is significant public benefit
- c. it is for habitat protection
- d. the positive effects on the environment are sufficient to mitigate the adverse effects
- e. there are no adverse cumulative effects.

### 3.2.5.1.10 Discharges

#### Background

Water quality is fundamental to most activities undertaken in the CMA and underpins the ecological health and life-supporting capacity of the marine environment.

Coastal activities such as food gathering, recreation, tourism and aquaculture rely on water quality being of a safe standard. Amenity values, and the intrinsic values of the coast are also influenced by whether we have clear, clean coastal water.

Sediment, nutrient and contaminant levels in discharges to coastal water have a significant effect on ecological values and coastal habitats. Sensitive receiving environments such as estuaries and harbours are particularly affected by discharges, particularly from urbanised areas.

The CMA and its resources comprise some of the most important taonga to Mana Whenua. Water quality, which underpins the well-being of the CMA and the ability to use the resources of the CMA, is fundamental to all aspects of Mana Whenua well-being. Tikanga places high value on the concept of manaakitanga, the ability to provide an abundance of food to guests as a matter of tribal mana and well-being. Discharges that degrade water quality, deplete marine life, or prevent consumption kai moana for health reasons, are a fundamental matter of concern for Mana Whenua.

Discharges controlled by the Unitary Plan are primarily end-of-pipe discharges, with the majority coming from existing wastewater stormwater and combined network infrastructure.

Some of these discharges occur in sensitive marine environments. However, it would involve significant public expenditure to change the location of discharges or to undertake works to mitigate the environmental effects from discharges. Given this situation, a best practicable option strategic approach, as defined in s. 2 (1) of the RMA, has been adopted to prioritise upgrades of infrastructure networks discharging into the CMA and to guide in the assessment of discharge consents. In implementing this approach regard will be had to:

- the policies contained in the Freshwater chapter of the Unitary Plan
- existing marine sediment quality and benthic ecology values
- the contaminant trends over time and indicators measured and observed for the relevant receiving environment.

In managing discharges to the coast, all discharges will be required to have regard to existing sediment quality threshold effects levels, below which adverse effects on aquatic organisms are predicted to rarely occur.

The effects of contaminant discharges on the CMA are not well understood but as more is learnt about them, priority will be given to managing the inputs causing the most degradation.

Other discharges into the CMA can occur from construction activities or vessels. Common contaminants discharged include fuel and oil, suspended solids, heavy metals, synthetic and naturally occurring organic compounds, sewage, micro-organisms, and litter.

#### Objectives

1. Water and sediment quality in the CMA are maintained and degraded areas enhanced.
2. The mauri of coastal water is maintained and, where possible, restored to enable traditional and cultural use of the coast and its resources by Mana Whenua.
3. Wastewater and stormwater discharges are managed to minimise and reduce adverse effects on the CMA where possible, recognising that the cost of removing or relocating stormwater and wastewater infrastructure is high.

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4. Other discharges, including those from boats and land, are managed to minimise adverse effects on coastal water quality and ecosystems.

5. The quantity of litter entering coastal water is reduced.

### Policies

1. Allow discharges that are consistent with the best practicable option for preventing or minimising the adverse effects from stormwater and wastewater discharges in the coastal environment.

2. Require stormwater and wastewater network upgrades to achieve identified water quality outcomes on a whole of catchment and coastal receiving area basis.

3. Avoid the discharge of contaminants where it will result in significant modification of, or damage to any areas identified as having significant values.

4. Require any proposal to discharge contaminants or water into the CMA to adopt the best practicable option to prevent or minimise adverse effects on the environment, having regard to whether:

- a. it is practicable or appropriate to discharge to land above MHWS
- b. there is a reticulated wastewater system in place that should be used
- c. contaminants in the discharge are minimised
- d. the receiving environment has the capacity to assimilate the discharged contaminants after reasonable mixing, particularly within Significant Ecological Areas
- e. the adverse effects on the present and foreseeable use of the receiving waters after reasonable mixing have been avoided, remedied or mitigated, particularly in areas where there is:
  - i. high recreational use
  - ii. relevant initiatives by Mana Whenua established under regulations relating to the conservation or management of fisheries
  - iii. the collection of fish and shellfish for consumption
  - iv. areas associated with maintenance dredging
- f. cleaner production methods which would result in the greatest reduction in volume and level of contamination of discharge have been investigated and where technically and financially feasible, adopted
- g. the discharge after reasonable mixing should not give rise to any of the following effects:
  - i. oil or grease films, scums or foams, or floatable or suspended materials
  - ii. conspicuous change in the colour or visual clarity
  - iii. any emission of objectionable odour
  - iv. any significant adverse effects on aquatic life
  - v. any significant effects of aesthetic or amenity values
- h. the discharge complies with relevant, appropriate and accepted codes of practice and environmental guidelines.

5. Avoid the discharge of sewage to the CMA, unless:

- a. alternative methods, sites and routes for the discharge have been considered and are not the best practicable option
- b. Mana Whenua have been consulted in accordance with tikanga Māori and due weight has been given to s. 6, s. 7 and s. 8 of the RMA
- c. the affected community has been consulted regarding the suitability of the treatment and disposal system to address any environmental effects
- d. there is no significant adverse effect on any existing or foreseeable future use of the area for recreation or fish or shellfish gathering.
- e. the adverse effects on present and foreseeable future use of the area are avoided, remedied or mitigated, particularly in areas of:
  - i. high recreational use



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- ii. areas of maintenance dredging
- iii. commercial or residential waterfront development.

6. Avoid the discharge of contaminants in areas that require maintenance dredging, unless the environmental effects can be avoided or remedied.

7. Seek to reduce the amount of litter entering coastal waters through a range of methods, including:

- a. education and raising awareness of the range of ways litter enters the coast, and the adverse effects it has
- b. supporting beach clean-ups
- c. supporting the provision of litter disposal facilities in appropriate locations, and advice being provided to people on where litter should be disposed of
- d. encouraging design, maintenance and management initiatives, including for discharge structures, road cleaning and other activities, that will help minimise the amount of litter discharged into the CMA.

8. Provide for discharges that are unavoidable but intermittent, where:

- a. the discharge occurs infrequently
- b. there are technical and practical difficulties which prevent measures being taken to avoid, remedy or mitigate adverse effects of the discharge
- c. there is an appropriate programme, consistent with the best practicable option approach, in place to upgrade the quality of the infrastructure within a reasonable timeframe to avoid, remedy or mitigate adverse effects.

9. Enable new or redevelopment of the public network infrastructure to meet the economic and social needs of people and communities. In particular, take into account:

- a. the practicability of upgrading the part of the network at issue, taking into consideration the state of the infrastructure and the costs of upgrading option
- b. public health priorities
- c. the nature of both the receiving environment and the discharge
- d. priorities for flooding and inundation protection.

10. Require discharges to the CMA from stormwater, wastewater and non-network sources to be managed within a best practicable option framework, having regard to:

- a. policies 3.1.3.16.1.1 to 3.1.3.16.1.4 and Table 1 MCI Guidelines for Auckland in Part 3.1.3.16.1 Water Quality.
- b. the sediment quality indicators in Table 1 below, and to:
  - i. maintaining existing sediment concentrations where they are below the threshold effects levels
  - ii. reducing contaminant levels and the spread of contaminants outside the discharge zone where existing sediment concentrations are above the threshold effects level
  - iii. taking into account trends in the sediment quality identified by monitoring, or modelling of how each option will affect those trends
  - iv. protecting existing benthic ecology.

Table 1: Sediment Quality Indicators-primary contaminants (mg/kg) in surficial sediments (to a depth of 20mm)

Monitoring method guideline	Parameter	Threshold effects level (TEL)
'Blueprint for environmental monitoring of urban coastal receiving environments' ARC TP 168 i	Zn	124
	Cu	19
	Pb	30
	HMW PAHa,b	0.66

11. Monitoring methods for discharges should be aligned to those outlined in Auckland Regional Council's

### **3.2.5.1.11 Sewage discharge from vessels**

#### **Background**

Auckland has a high concentration of recreational and boating activities. The direct discharge of sewage into coastal waters from vessels reduces water quality. This can have localised adverse effects on amenity values, recreational activities, cultural values, ecology, and marine farming. The effect of discharges from vessels cause most concern during peak summer months and holiday periods, particularly in enclosed bays, harbours and popular anchorages.

The Resource Management (Marine Pollution) Regulations 1998 set limits on where sewage can be discharged from boats. The regulations leave small areas, mainly channels, within certain harbours, embayments, or estuaries where it is lawful to discharge untreated sewage from boats.

Sewage pump-out facilities enable vessels with holding tanks to dispose of waste appropriately rather than discharging further offshore. Such facilities are available at several marinas, however there are currently no such facilities at cruising destination sites such as Great Barrier Island and Waiheke Island. A lack of available sewage pump-out facilities necessitates the direct discharge of sewage from vessels into coastal waters.

#### **Objectives**

1. The values of the CMA, and activities that rely on high water quality, are protected from the adverse effects from the discharge of sewage from vessels.
2. The high recreation and amenity values of the inner Hauraki Gulf are maintained.

#### **Policies**

1. Avoid the discharge of sewage from vessels within areas that have been identified as inappropriate due to the proximity to shore, marine farms, marine reserves, or shallow water depth.
2. Require provision of sewage collection and disposal facilities for vessels at new ports, marinas and other appropriate facilities, or at the time of significant upgrading of these facilities.
3. Promote the installation of public toilet facilities at high use boat ramps and boating destinations, at construction, or during significant upgrades of these facilities.
4. Promote public awareness and education campaigns around the discharge of sewage from vessels, and use of vessel holding tanks and pump-out facilities.

### **3.2.5.1.12 Discharges from bio-fouling and vessel maintenance**

#### **Background**

Vessels accumulate bio-fouling of marine plant and animal organisms on their hulls, which may include harmful aquatic organisms. Vessels arriving from overseas may be carrying organisms that are exotic to New Zealand, whereas vessels from other parts of New Zealand, or even those travelling between different places in Auckland, may further spread exotic species which are already established. These organisms may be discharged into the CMA either by active in-water cleaning of hulls, or by passive discharge due to reproductive processes of the organisms, or by water sheering during vessel movement.

Many of these organisms can present a risk to native ecology or to marine industry such as aquaculture. The changes to the environment that may result from their introduction and spread can also adversely affect amenity values and recreational activities. Controlling the spread of these organisms, once they are established in an area, is expensive, and total eradication is often impossible.

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The best way to minimise the risks associated with harmful aquatic organisms is to try and avoid their introduction into New Zealand, and if they are already present, to try and limit their spread by controlling the movement of fouled vessels, equipment and gear. Higher levels of bio-fouling on the hull of a vessel increase the risk of harmful aquatic organisms being discharged. The origin of a vessel further adds to the level of risk. These provisions allow for the removal of micro-fouling scum from vessels, but place progressively stricter controls on vessels with higher levels of hull bio-fouling, which is preventable if vessel maintenance is kept up to date.

### Note

The level of fouling is as expressed in the international Level of Fouling, or LOF Scale of 1-5; LOF 1 being algal slime microfouling, and LOF 2-5 being progressive macrofouling stages.

### Objectives

1. The risk of introducing or spreading harmful aquatic organisms from vessel bio-fouling is minimised.
2. The risk of introducing contaminants, including harmful aquatic organisms, from the in-water cleaning of vessels near the shores of Hauraki Gulf Marine Park Islands which have conservation status is minimised.

### Policies

1. Raise awareness among the boating community, particularly for vessels arriving from outside New Zealand or Auckland, of the risk of introducing or spreading harmful aquatic organisms during boat maintenance activities and from the passive discharge of organisms from macro-fouling.
2. Manage the in-water hull cleaning and boat maintenance activities of vessels, particularly those that have a high degree of bio-fouling, to minimise the risk of harmful aquatic organisms being discharged into coastal water.
3. Avoid in-water cleaning or boat maintenance activities being undertaken on the foreshore and marine area surrounding the Hauraki Gulf conservation islands, to reduce the risk from contaminants, including harmful aquatic organisms, adversely affecting the natural values of these islands.

#### **3.2.5.1.13 Occupation of coastal areas by use and development**

##### **Background**

The coast is our 'commons' and there is a presumption that public use and access is freely available to the coast. Use and development needs to be managed to ensure that any exclusion of the public is temporary and short term, unless exclusive occupation rights are provided for. The granting of occupation rights apply to those parts of the CMA that form part of the common marine and coastal area (CMCA), which is defined in the Marine and Coastal Area (Takutai Moana) Act 2011 (s. 9 (1)) as the marine and coastal area other than specified freehold land that extends below MHWS or any area that is owned by the Crown and has the status of a conservation area, national park, or reserve.

Use and development that occupies coastal areas can enhance social, cultural and economic well-being, and rights of exclusive use may be necessary to enable the operation and safe carrying out of some activities. At the same time the need to exclude the public has to be demonstrated as necessary, and where possible any loss of public access and use mitigated.

##### **Objectives**

1. The value of the coast as an open space area with free public access is recognised when providing for rights to occupy parts of the CMCA.
2. Occupation rights are limited to use and development that has a functional or operational need to be located in the CMA and to exclude or restrict public access.

3. Short-term occupation associated with events and activities undertaken in the CMA is allowed.
4. Loss of public access and use resulting from granting rights for exclusive occupation is minimised, and mitigation provided where possible.

### **Policies**

1. Allow for exclusive occupation where it will enable the most efficient use of space by activities that need to be undertaken in the CMA, including activities provided for in zones.
2. Allow for temporary occupation by structures or activities associated with events or special activities in the CMA, while minimising effects on public access and safety.
3. Limit the time that vessels can anchor in one position, other than is necessary for navigational safety, accident or emergency reasons.
4. Avoid granting rights of exclusive occupation in areas where it will have a significant adverse effect on public access and recreational use of the CMA.
5. Limit occupation of the CMCA to use and development that:
  - a. has a functional or operational need to be in the CMA, or
  - b. cannot reasonably or practically locate outside the CMA, or
  - c. is necessary to provide for the cultural and traditional needs of Mana Whenua (as provided for under Marine and Coastal Area Act 2011).
6. Require, where possible, that the loss of public access as a result of exclusive occupation rights be mitigated.
7. Determine the appropriate term for granting rights of occupation having regard to the:
  - a. extent of public use and access of the area and the impact of restrictions
  - b. level of investment in the development and need for security of tenure to ensure the financial and economic viability
  - c. land use and coastal development changes proposed in the vicinity through any statutory management strategies or plans that the anticipated change in public use and access in the area
  - d. term of other consents in the vicinity, and the strategic benefit of all consents in an area expiring simultaneously.

### **3.2.5.1.14 Aquaculture**

#### **Background**

Aquaculture, particularly the farming of green-lipped mussels and Pacific oysters, has a long history in Auckland as a sustainable marine-based industry. Both aquaculture and the added-value processing and transport of its product contribute to Auckland's economic, social and cultural well-being.

Aquaculture has a functional need to be located in the CMA, but farmed areas can result in conflicts with other uses and values, particularly in areas with high recreational use or natural character values. For these reasons it is important that aquaculture is appropriately located and managed.

Mana Whenua have a primary relationship with many of the areas where aquaculture could be optimally located. The cultural and traditional use and relationship of Mana Whenua with their ancestral water and sites of special significance such as wāhi tapu need to be respected when considering the location of new aquaculture. Aquaculture also holds great potential for Mana Whenua as a business opportunity, and also as a way to provide for manaakitanga through non-commercial marae-based marine farming.

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Aquaculture relies on high-quality water which can be affected by contaminants from stormwater or wastewater discharges, runoff from land, or discharges from boats.

In areas where aquaculture is already established there is a need to protect water quality from new sources of contaminants and to be aware of the reverse sensitivity effects associated with changes in catchment use that will affect water quality. This is likely to become an increasing issue with the growth of Auckland and the coastal environment being a desired location for development.

New techniques and species for aquaculture are being developed. A precautionary approach is required for new species or techniques where the effects on the environment are unknown or uncertain.

Aquaculture activities can spread or introduce harmful aquatic organisms through the movement of stock, gear and equipment. These activities need to be managed to minimise the degree of risk.

### Objectives

1. The cultural, social and economic benefits of aquaculture are recognised, allowing development in appropriate locations provided it minimises conflicts with other users and values of the CMA.
2. Established aquaculture is not compromised by other uses or activities that degrade water quality.
3. The risk of aquaculture activities introducing or spreading harmful aquatic organisms is minimised.

### Policies

1. Apply a precautionary approach when assessing applications for aquaculture activities that propose using species, techniques or locations not previously used for aquaculture and where the actual or potential effects are not fully understood.
2. Require the staged development of an aquaculture activity where the actual or potential effects on the coastal and marine environment are not fully understood.
3. Require the establishment of structures for aquaculture or the introduction or relocation of equipment or stock to be managed to avoid the release or spread of harmful aquatic organisms.
4. Require that the location of aquaculture avoids adverse effects on:
  - a. SEA–Marine 1 and 2 areas
  - b. Outstanding and High Natural Character Areas
  - c. mooring zones
  - d. safe navigation
  - e. areas with high recreational use or amenity value
  - f. public access, particularly to highly used areas
  - g. areas of special value to Mana Whenua, especially wāhi tapu.
5. Avoid reverse sensitivity issues with other activities in areas of existing aquaculture by controlling:
  - a. sewage discharges from vessels less than 500m from a marine farm
  - b. new subdivision, use and development on land in the coastal environment which may affect water quality in adjacent areas used for aquaculture
  - c. biosecurity effects from in-water cleaning of vessel hulls, consistent with the ANZECC Anti-fouling and in-water cleaning guidelines (2012).
6. Require land-based facilities and infrastructure associated with new aquaculture activities to be provided for in an integrated manner.

7. Manage the allocation of space in areas where there is high and competing demand for space, or where there may be the opportunity for allocation of authorisations or consents within future aquaculture zones, through mechanisms described in Part 7A of the Resource Management Act, or by weighted attributes tendering that takes into account:

- a. economic, social, cultural and environmental sustainability
- b. the local employment opportunity and profit retention in the Auckland region or other social good
- c. the opportunity for Mana Whenua to benefit by the location of the activity within their rohe moana.

8. Consider aquaculture to be more appropriate when located in areas where it consolidates existing aquaculture activities of like-species and like-farming methods, and where this will not result in adverse cumulative effects.

9. Avoid the development of new aquaculture or the significant expansion of existing aquaculture in the Mahurangi Harbour.

### 3.2.5.1.15 Structures

#### Background

Structures in the CMA are necessary to provide for our social, economic and cultural well-being and can enhance use and access to the coast. Auckland is dominated by coastal harbours and inlets and therefore structures associated with infrastructure often need to be located in the CMA.

The coast is a finite resource which is under pressure for use and development. To ensure efficient use is made of coastal space, and because the coast is public commons, structures need to have a functional need for a coastal location and to provide for multiple use where possible.

The growth in people living next to the coast means there is an on-going demand for new structures in the CMA. These can affect natural character, coastal processes, landscape and public access, and can result in adverse effects from a proliferation of structures.

Structures must be designed to take into account coastal processes and hazards, including the expected effects from climate change and sea level rise.

#### Objectives

1. Structures are limited to those that have a functional or operational need to be located in the CMA, other than structures associated with infrastructure that cannot reasonably or practicably be located outside the CMA.
2. Structures, other than those restricted by location, functional or operational requirements, provide for public access and multiple use where possible.
3. Structures are appropriately located and designed to minimise adverse effects on the other uses and values of the CMA, and to avoid, to the extent practicable, the risk of being affected by coastal hazards.
4. Structures are strategically provided in appropriate locations to enhance public access and amenity values, or enable customary uses and cultural activities by Mana Whenua.

#### Policies

##### Efficient use of coastal space

1. Limit structures to those:
  - a. that have a functional or operational need to be located in the CMA, or that are for infrastructure that cannot reasonably or practicably be located outside of the CMA
  - b. where the proposed purpose or use cannot reasonably or practicably be accommodated on existing structures or facilities.

2. Require structures to provide for multiple use, where possible, and where it will not conflict with operational or safety requirements.
3. Avoid adverse cumulative impacts from structures, taking into account the cumulative effects of structures in the proposed location and wider surrounding area.
4. Limit the impacts from structures associated with infrastructure by:
  - a. requiring an assessment of any practicable alternative sites, routes or designs, including land-based alternatives, to determine the chosen option will have the least environmental impact
  - b. concentrating infrastructure structures, including pipelines, cables and transmission structures, in locations where similar, or other infrastructure, already exists where reasonably practicable
  - c. encouraging structures for infrastructure to be multifunctional where reasonably practicable.
5. Enable the maintenance and repair of existing lawful structures.
6. Enable the reconstruction or extension of existing structures in locations where redevelopment will:
  - a. not have significant adverse effects on other uses and values
  - b. result in greater, more efficient, or multiple use of the structure for marine activities
  - c. reduce the need for a new structure elsewhere.

### **Ensuring structures are appropriately located and designed**

7. Require structures to be located to avoid adverse effects on the values of:
  - a. areas identified as having significant value
  - b. significant surf breaks identified in Appendix 6.3, including the recreation, amenity and economic values, and taking into account any effects on coastal processes, currents, water levels, seabed morphology and swell corridors that contribute to significant surf breaks.
8. Require structures to be located to minimise:
  - a. impacts on other coastal uses, including activities provided for in zones
  - b. adverse effects on public access to and along the CMA
  - c. visual impacts, particularly in areas sensitive to effects such as headlands or the outer edges of enclosed bays
  - d. the risk of being affected by coastal hazards
  - d. the need for dredging, including on-going dredging to maintain water access.
9. Require structures to be designed to:
  - a. be the minimum size necessary for their purpose, subject to achieving the best environmental outcome
  - b. be multi-purpose where practicable
  - c. minimise impacts on natural character and amenity values and generally fit with the character of any existing built elements, including in the use of materials and colours
  - d. not increase rates of coastal erosion
  - e. take into account dynamic coastal processes, including the expected effects of climate change and sea level rise.
10. Have regard to the value of retaining the natural character of areas where structures are absent, taking into account the area's uniqueness and value because of the absence of structures.
11. Require the building material used for structures to be appropriately marine-treated, or if relocated or recycled building material is used, that it is treated to prevent the transference or introduction of harmful aquatic organisms.

### **Structures that enhance public use and access and enable traditional and cultural use**

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12. Enable structures in appropriate locations where the structure is to provide, or enhance:
- public access, use or amenity values, including artworks in the CMA
  - access to the coast by Mana Whenua for customary uses and cultural activities, and for access to the coast from papakāinga, marae or Māori land

13. Require structures to provide for public access and reasonable use, except in exceptional circumstances, or where public use needs to be restricted or excluded for operational, or health and safety reasons.

### Coastal protection structures

14. Avoid a proliferation of coastal protection structures in the CMA by requiring:

- coastal protection structures to be located landward of MHWS where practicable
- evidence to demonstrate that the adjoining landward area, or development in the CMA, is at risk from a coastal hazard and the degree of risk
- evidence to demonstrate that the options of non-intervention, managed retreat, abandonment or relocation of any landward development or structures are not practicable
- evidence to demonstrate that the proposed structure is the most appropriate method for remedying or mitigating a coastal hazard having regard to the entire area affected or potentially affected by the hazard, and taking into account alternative methods, including non-structural solutions.

15. Avoid coastal protection structures that are likely to result in:

- undermining of the foundations at the base of the structure
- erosion behind or around the ends of the structure
- settlement or loss of foundation material
- movement or dislodgement of individual structural components
- the failure of the coastal protection structure should overtopping by seawater occur
- pipng or hydraulic pumping of fine material or backfill
- offshore or longshore loss of sediment from the immediate vicinity
- any increase in the coastal hazard posed to the coastline elsewhere.

16. Require the design and location of coastal protection structures to take into account dynamic coastal processes, including the effects of climate change, sea level rise, the potential for inundation or for the CMA to advance inland.

17. Encourage a comprehensive and integrated land-sea management approach to be taken in considering coastal protection structures, including the erosion effects from any on-site stormwater discharges, whether the discharge method is lawful and the extent that the hazard risk is being increased as a result of the location and method of discharge.

18. Require regard be given to any relevant management strategy, strategic plan or hazard risk assessment relating to the area where a coastal protection structure(s) is proposed.

### Ensuring integrated management between land and sea

19. Require applications for structures in the CMA to:

- demonstrate that any landward component, development, or use of land-based infrastructure or facilities can be appropriately provided for
- apply for all land-based and coastal resource consents required at the same time.

20. Avoid structures in the CMA having significant adverse effects on the use of adjoining land, including reverse sensitivity effects on existing use or development.

### Ensuring safe navigation

21. Enable structures required to ensure safe navigation, or for health and safety purposes.



22. Ensure that structures in the CMA do not pose a risk to navigation or to public health and safety by:
- requiring structures to be maintained to an appropriate standard
  - enabling the removal of structures, where they are no longer functional or required, or have been abandoned.

23. Enable the removal of unlawful, abandoned, unsafe and redundant structures where the structure has been assessed as:

- having no significant historic heritage or amenity value
- a potential risk to navigation or public health and safety
- restricting public access and use of the area
- having an adverse affect on the natural character or visual amenity of the area
- having an adverse effect on coastal processes or ecological values
- having poor structural integrity.

### **3.2.5.1.16 Local water transport facilities**

#### **Background**

Auckland has a range of important smaller-scale water-based wharf and landing facilities that provide for our social, economic and cultural well-being. They have not been identified as ports or ferry terminals, and are not on ferry routes that form part of public transport network for Auckland. They include wharves at Leigh, Mansion House/School House Bay on Kawau, Rangitoto, Motutapu, Tiritiri Mātangi, Rotoroa, Rākino and Motuihe islands, and at Sandspit and Ōrakei.

These facilities are important local strategic assets providing access to public open space, conservation estate land and recreational facilities, and they play a key role in local freight delivery.

#### **Objective**

- Structures, including wharves and landings are used for local water transport operations are managed to support these activities.

#### **Policies**

- Allow the use, development and occupation of structures for local water transport facilities that provide for:
  - passenger transport
  - public access to open space and conservation estate lands including the Hauraki Gulf islands
  - public recreational use of the CMA
  - the movement of freight to serve the social and economic needs of local communities.
- Restrict any activity, use or development in CMA and above MHWS that adversely affects the operation of local water transport facilities.
- Require adequate land-based facilities for car parking, rubbish disposal, and wastewater pump-out to be provided when existing facilities increase their capacity.

### **3.2.5.1.17 Coastal noise**

#### **Background**

Noise generated from activities undertaken in the CMA can have an adverse effect on people's health, and on amenity values, both within and adjacent to the CMA. Underwater noise can have an adverse effect on marine animals, from the humpback whale to shrimps, that rely on sound to communicate, navigate, hunt and mate.

Our many whale and dolphin species, from the Bryde's whales of the Hauraki Gulf to Maui's dolphin on the west coast, are under multiple stresses, including 'noise smog', which is understood as the cumulative background collection of sounds made by a wide range of human activities. Underwater noise has largely been overlooked in the past as a potential source of adverse effect to marine and coastal fauna, as well as to

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humans working underwater. Chronic noise can cause threshold shifts in sensitivity to sound and higher levels of sound can permanently damage or even kill some species.

The Department of Conservation 2012 Code of Conduct for Minimising Acoustic Disturbance to Marine Mammals from Seismic Survey Operations focuses on controlling peak level noise effects and the Unitary Plan addresses the need to control noise levels.

### **Objective**

1. Noise emitted from within the CMA, both from surface and underwater activities, is managed to maintain the health and well-being of coastal and marine fauna, and the health and amenity value of users of the coastal environment.

### **Policies**

1. Require activities undertaken above and below water within the CMA to:

- a. comply with the noise controls specified in the Unitary Plan
- b. adopt the best practicable option where noise standards are not specified
- c. manage noise emission from activities, or the noise from activities received in noise-sensitive areas, so that it does not exceed a reasonable level.

2. Manage noise emissions from activities in the CMA that require a resource consent, taking into account:

- a. the adverse effects on the health, well-being, and amenity values of the people who reside in or use the area
- b. the health and well-being of coastal and marine fauna from the noise associated with the proposal
- c. the extent the noise may add to a cumulative noise effect taking, into account the existing noise generated at or near the site
- d. the practicality of being able to control the noise levels
- e. the extent to which any social and economic benefits to the community offset the impact of noise associated with the application
- f. the extent to which the effects of the noise will be mitigated.

### **Note**

With regard to effects on fauna, this may include a requirement of observers for marine mammal absence within a set 1500m radius from the noise source, avoiding places/seasons where marine mammals are present for sensitive behaviours like breeding, calving and feeding.

3. Require any structure or activity in the CMA to be designed or undertaken so that the adverse effects of noise generated from it are avoided or mitigated.

### 3.2.5.2 General Coastal Marine zone

#### Zone description

The General Coastal Marine (GCM) zone includes all of the coastal marine area (CMA) that lies outside of the Port, Westhaven or Wynyard - City centre precincts, or a Marina, Mooring, Minor Port, Ferry Terminal or Defence zone.

The purpose of the GCM zone is to provide for use and development that has a functional or operational need to be undertaken in the CMA, and to manage conflicts between activities, while:

- enabling appropriate economic use and development of the CMAs natural and physical resources
- protecting natural character values
- maintaining the life-supporting capacity of the marine environment and protecting significant ecological values
- protecting cultural heritage values
- providing for Mana Whenua values in accordance with tikanga Māori
- maintaining and enhancing public access, open space, recreational use and amenity values

Some parts of the GCM zone are identified as having significant values. These values are mapped in environmental overlays, and some cross onto land both above and below MHWS. The overlays that apply to areas below MHWS in the GCM zone are:

- Outstanding Natural Landscapes
- Outstanding and High Natural Character
- Significant Ecological Areas - Marine 1 and 2
- Outstanding Natural Features

In overlay areas the rules for some GCM zone activities may be changed by the overlay rules. Regardless of whether a resource consent is required through a GCM zone rule or overlay rule, proposed use or development in an overlay area will be assessed against the objectives and policies that apply to the overlay.

#### Objectives

1. Activities with a functional or operational need, and that have only minor and short-term effects on the environment, are enabled within the GCM zone.
2. Conflicts between activities and the use of the natural and physical resources of the GCM zone are minimised, and efficient use is made of coastal resources.
3. The life-supporting capacity, natural character, ecological, public access and open space values of the GCM zone are maintained or enhanced.
4. Mana Whenua values are recognised and provided for in managing use and development in the GCM zone.

#### Policies

1. Allow recreational use, activities and use of the GCM zone that have only a short term or minor effect on the foreshore or seabed, water quality or other coastal resources, and do not require the exclusive occupation of coastal space.
2. Manage the location of activities and occupation of coastal space to minimise conflicts between activities and use of resources, having regard to the GCM zone being 'public commons' and the importance of providing for public access.
3. Maintain the life-supporting capacity, natural character and ecological values of the GCM zone to the greatest extent practicable, including by taking into account the cumulative effects of activities and the effects on coastal ecosystems from both land-based and marine activities.

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4. Maintain or enhance the value of areas identified as having significant value.
5. Take into account the traditional, cultural and spiritual relationship that Mana Whenua have with the CMA when determining the appropriateness of use and development in the GCM zone.

### 3.2.5.3 Marina zone

#### Zone description

Marinas provide an efficient use of coastal space to moor vessels, easy and safe boat access, and enhanced amenity for boat users through associated facilities and services. They are an important recreational and tourism asset for Auckland and are often used for ferry transport services.

The Marina zone provides for the development and operation of various established marinas. Marinas usually involve both land and water components. The zone covers both land and CMA to promote integrated management of activities and effects that cross MHWS.

A new marina is a significant development, usually involving significant reclamation, dredging and structures, car parking and associated land-based development. This can affect the users of an area both above and below MHWS, and has the potential for wide-ranging effects on both the immediate and surrounding environment. For these reasons, the preferred approach to assessing new marinas is through a plan change process.

A plan change enables the council and communities to participate in a robust and participatory process and to address all of the effects, both landward and seaward, in an integrated manner. The plan change development process allows for a strategic assessment of possible marina sites and selection of the best site for boat users and neighbouring communities. A plan change can put in place a set of rules to permit or control various elements of a marina development.

The Marina zone applies to the following marinas:

1. Sandspit, Warkworth
2. Mahurangi, Wilson Road, Warkworth
3. Gulf Harbour, Whangaparaoa
4. Milford
5. Bayswater
6. Westpark, West Harbour
7. Westhaven. (Westhaven is zoned as a precinct in the City Centre zone. The rules of this chapter apply to Westhaven where an activity is not covered by the provisions for that precinct.)
8. Outdoor Boating Club, Hobson Bay
9. Orakei
10. Bucklands Beach/Half Moon Bay
11. Pine Harbour, Beachlands.

It also applies to the the following land-only sites which have similar activities to a marina:

1. Te Atatu Boating Club
2. Rame Rd boat builders, Greenhithe
3. Warkworth boat builders, Alnwick St, Warkwork.

#### Objectives

1. The appropriateness and location of new marinas is determined through a robust and participatory plan change process.
2. Marina activities are located within a Marina zone, which encompass the CMA and any adjoining land used for marina-related activity.
3. Marina facilities are used, developed, maintained, refurbished, reconstructed and intensified while avoiding, remedying or mitigating adverse effects on the coastal environment.
4. The management and assessment of marina development and redevelopment is integrated.

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5. Activities that have a functional requirement for a coastal location are prioritised in Marina zones.

### Policies

1. Avoid introducing a new Marina zone in the following locations:

- a. Significant Ecological Areas - Marine 1
- b. Outstanding Natural Features
- c. Outstanding or High Natural Character areas
- d. areas that contain identified cultural or historic heritage values.

2. Consider new Marina zones to be generally appropriate in locations:

- a. where the natural character of the coastal environment has already been modified
- b. where there is an existing water-based transport or recreation function, such as an existing mooring management area and/or ferry services, and the addition of a marina consolidate this function
- c. where there is existing and adequate land-based transportation infrastructure to service any new marina development
- d. the landward and seaward effects are appropriate taking into account the effect on other users, particularly established and existing uses

3. Provide for the use, development, repair, maintenance, refurbishment, reconstruction and intensification of existing marinas that avoids, remedies or mitigates adverse effects on the coastal environment including adjacent land zoned for residential or open space purposes.

4. Enable intensification within existing Marina zones where this is will avoid, remedy or mitigate adverse effects on the coastal environment.

5. Encourage and provide for marine-related and other compatible business activities, while protecting the amenities of adjacent residential and open space zoned land.

6. Provide for existing ferry terminal facilities and operations at Half Moon Bay, Bayswater, Pine Harbour, Gulf Harbour and West Harbour marinas.

7. Require adequate and convenient facilities in marinas for the containment, collection and appropriate disposal of:

- a. rubbish from vessels
- b. sewage from vessels
- c. recyclable material including waste oils
- d. residues from vessel construction and maintenance
- e. spills from refuelling operations and refuelling equipment
- f. the discharge of stormwater generated from the marina complex, including above MHWS.

8. Encourage additional berthage to be created within a Marina zone where this is practicable and will avoid, remedy or mitigate adverse effects on the environment including:

- a. the natural character of the coastal environment
- b. landscape and visual amenity values
- c. coastal processes
- d. water quality
- e. biosecurity
- f. cultural or historic heritage and iwi values
- g. land-based facilities including car parking, access and the adjoining road network
- h. the provision of public access.

9. Minimise, as far as practicable, any reclamation required for creating marina facilities.

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10. Minimise, as far as practicable, the size of any wave attenuation devices associated with a marina development.

11. Require any marina development to be of a scale, design and materials and located so that it remedies or mitigates adverse effects on the coastal environment, particularly the following:

- a. the natural character of the coastal environment
- b. effects on the recreational, visual and amenity values in the locality, including lighting effects
- c. public access to, along and within the CMA
- d. effects on the landscape elements and features
- e. effects on cultural and historic heritage values in the locality
- f. noise effects including construction noise and ongoing operational noise, such as halyard slap
- g. effects on coastal processes including wave sheltering, downstream effects, sediment movement, erosion and deposition, littoral drift, and localised effects on water currents
- h. effects on significant surf-breaks
- i. the need for capital works and maintenance dredging within the marina and any approach/entrance channel, options for disposal, measures to address any contaminants in dredged material, and effects of dredging on water quality
- j. effects on other users of the CMA including existing moorings and public boat ramps
- k. effects on navigation and safety and the need for any aids to navigation
- l. the provision of shore-based facilities including car parking, boat storage and maintenance areas, administration buildings, public toilets, boat racks, lockers, public access and esplanade reserves, landscaping and urban design treatment
- m. the effects of additional traffic generation on the adjacent road network and any measures to mitigate these effects
- n. consideration of any relevant council structure plans, concept plans, strategies, reserve management plans, designations or additional limitations that apply to the adjoining land.

12. Require mitigation for any loss of public access to, along and within the CMA, including providing facilities such as public boat ramps, and alternative access.

13. Require a concept plan to be prepared where a new marina zone is proposed, or where substantial redevelopment, or change of use, is proposed within an existing marina zone.

14. Allow activities that do not have a functional requirement for a coastal location, such as residential and general retail, to form part of a concept plan, either for a new marina zone, or in the redevelopment of an existing marina zone, only where it can be demonstrated that:

- a. the proposed activities will not conflict with, or limit, the operation of marina activities, ferry transport or other marine-related activities, either in a new marina zone, or in the operation of an existing marina
- b. no reclamation is required to enable the development
- c. adequate provision is 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. public access and use of the CMA will be enhanced
- f. the development is integrated with public transport
- g. the development is designed to complement the unique coastal location.

### 3.2.5.4 Mooring zone

#### Zone description

Auckland has large numbers of recreational and commercial vessels, and the number is likely to increase as Auckland's population grows.

Many of these vessels are permanently stored in the CMA on moorings. Individual moorings and groups of moored vessels can have adverse effects on the environment, particularly on natural character, landscape, visual and amenity values. Moorings can also affect other users of the CMA through loss of anchorage space and impacts on navigation and safety. Safe anchorage space at strategic locations or popular cruising destinations is important for recreational boat users, and may be lost or reduced if permanent moorings, or other uses or activities that limit the ability to anchor, are located in these areas.

The Moorings zone has been established to encourage the mooring of vessels at strategic locations and popular cruising destinations in Auckland. By establishing such areas, the Unitary Plan seeks to concentrate the adverse effects of moorings in defined locations and avoid a proliferation of moorings throughout the coastal marine area.

Providing for moored vessels within Mooring zones ensures the efficient use of coastal waters by:

- a. concentrating moorings in suitable areas
- b. reducing conflict with other users of coastal space
- c. reducing pressure on areas with high natural values
- d. enabling the strategic planning and provision of land-based facilities such as dinghy racks, car parking and boat ramps.

Note:

The day-to-day management of moorings within a Mooring zone is controlled by the Harbourmasters office through the Navigation Safety bylaws.

#### Objectives

1. Vessels are moored in appropriate locations in the CMA to avoid, as far as practicable, adverse effects on natural character, landscape, navigational safety, commonly used safe anchorage areas, recreational activities and amenity values.
2. The use of space within Mooring zones is maximised.
3. The provision of land-based facilities connected with the use and access of Mooring zones are supported.

#### Policies

1. Avoid new moorings or Mooring zones being located:
  - a. within Significant Ecological Area - Marine 1 areas
  - b. where they would have an adverse effect on any Outstanding Natural Feature
  - c. within and Outstanding or High Natural Character area
  - d. where they would have an adverse effect on identified cultural or historic heritage values.
2. Avoid new moorings or Mooring zones in areas;
  - a. where they will restrict opportunities for safe anchorage in strategic locations
  - b. that are commonly relied upon for safe anchorage during adverse weather conditions
  - c. that are popular cruising destinations used by the general public.
3. Determine the appropriateness of new moorings outside the Mooring zones by also taking into account the following circumstances:
  - a. there is no suitable Mooring zone with available space in proximity to the proposed mooring location



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- b. there is a functional need for a mooring outside of a Mooring zone
  - c. it can be demonstrated that short-term anchorage, as opposed to a permanent mooring, is not a practicable option
  - d. the navigation and safety of other vessels, or other lawful use of the CMA, including the short-term anchorage of other vessels, are not adversely affected
  - e. there are no practicable land-based vessel storage options
  - f. public access to and along the CMA will not be restricted.
4. Require proposals for new moorings or Mooring zones to demonstrate that the location is suitable in terms of wave, tide, and wind conditions, particularly during storms.
5. Encourage the provision of land-based facilities in appropriate locations that support Mooring zones, such as boat ramps, dinghy storage, toilets and waste water pump out stations.
6. Discourage the use of vessels as dwellings within Mooring zones.
7. Require unlawful moorings to be removed, or to obtain a resource consent for a mooring.
8. Encourage the shared usage of moorings.
9. Manage mooring zones to:
- a. concentrate moorings
  - b. consolidate moorings by progressively replacing swing moorings with bow and stern moorings where these are suitable
  - c. maximise the opportunities for the use of water space by other recreational activities
  - d. make provision for safe anchorage.
10. Avoid structures other than mooring structures in Mooring zones, other than structures to provide public access where they do not undermine the ability to moor vessels.

### 3.2.5.5 Minor Port zone

#### Zone description

Auckland has a range of water transport facilities in addition to the city centre port that are important for business and industry. Maintaining such sites as part of an efficient national network of safe ports is recognised in the New Zealand Coastal Policy Statement (policy 9).

The purpose of the Minor Port zone is to provide for the integrated and efficient operation and development of particular minor ports in the Auckland region. The zone includes the Port of Onehunga, the Gabador Place wharves, the LPG Terminal in the Papakura Channel, and the Chelsea Sugar Factory Wharf.

These facilities are important in serving and supporting local, regional and national business opportunities, and providing for the social and economic well-being of Auckland. The purpose of the Minor port zone is to provide for these facilities and associated marine and port activities as they rely on proximity to the harbour for operational purposes.

The zone provides for the integrated and efficient operation and development of the Port of Onehunga and Gabador Place by incorporating both the land and CMA of these two facilities.

The Port of Onehunga, on the Manukau Harbour, is managed by POAL and is identified in the Auckland Plan as part of our critical infrastructure. It provides for general port operations, including for multi-cargo coastal shipping, container and fishing vessels, and port services such as towage, pilotage, cargo storage, logistics and security.

Gabador Place on the Tāmaki River is used for handling and transferring bulk liquids, including hazardous substances, and the movement of sand and shingle. Commercial vessels regularly use the Tāmaki River to transport chemicals by barge to the wharves located at the Gabador Place facility. This area also has a wharf, marina and travel lift associated with boat building operations.

The LPG terminal in the Papakura Channel is used for off-loading LPG from sea tankers through a 5km-long submarine pipeline to the shore. It is located off-shore and away from other development. Any further development of this area is considered inappropriate due to the potential adverse effects on the HNC and values of the nearby SEA.

The Chelsea Sugar Refinery has a deepwater wharf supporting its refinery operations.

The zone applies to the wharf area at the Chelsea Sugar Refinery and the LPG terminal in the Papakura Channel within the CMA only. The landward component of these water transport facilities are zoned for their business use.

#### Objectives

1. Efficient and safe operation is continued for the following water transport facilities for freight and business:
  - a. Port of Onehunga
  - b. Gabador Place, Tāmaki River
  - c. LPG Terminal, Papakura Channel
  - d. Chelsea Sugar Refinery wharfin a manner which:
  - e. minimises the exposure of people and the natural environment to risks arising from hazardous activities and hazardous substances
  - f. avoids, remedies or mitigates significant adverse freight and business effects from these facilities on the surrounding environment.
2. Existing water transport facilities for freight and business are protected from inappropriate subdivision, use

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and development that may compromise their ability to operate safely and efficiently, or adversely affect their connections with other transport modes.

3. Public access, use and enjoyment of the CMA is maintained and, where practicable, enhanced provided this does not have a significant adverse effect on the continued operation of these facilities for freight and business.

4. Structures and the water space of the CMA in and adjacent to water transport facilities for freight and business are used efficiently.

5. Potential adverse effects of Minor Port zone activities on neighbouring areas are avoided, remedied or mitigated.

6. Activities that do not require proximity to the harbour and marine and port facilities are directed to other areas of Auckland.

### **Policies**

1. Avoid subdivision, use, or development which adversely affects the safe and efficient operation of water transport facilities for freight and business located within the Minor Port zone or their connections with other transport modes.

2. Restrict public access to the coastal environment where necessary for health, safety or security, particularly to areas where hazardous substances are being transferred, off-loaded, or stored within the zone.

3. Enable the intensification, development and maintenance of buildings, structures and works for marine and port activities, subject to avoiding, remedying or mitigating potential adverse effects on the coastal environment and land.

4. Require activities within the zone to avoid, remedy or mitigate adverse effects on the land and coastal environment, particularly noise, lighting and amenity effects and effects on coastal processes, water quality, biosecurity, historic heritage and the surrounding roading network.

5. Design and locate buildings and other significant structures to avoid, remedy or mitigate significant adverse effects on views from and to the adjoining land and water, and to contribute positively to the visual quality of the area.

6. Assess the visual effect of buildings and other significant structures in the port zone to determine if they give regard to maintaining or enhancing:

- a. the visual environment of the zone
- b. the landscape and amenity links between the harbour, the port and adjacent areas.

7. Require port operators to take all practicable steps to avoid contamination of coastal waters, substrate, ecosystems and habitats that is more than minor.

8. Require the provision of adequate and convenient facilities for the containment, collection and appropriate disposal of:

- a. rubbish from vessels
- b. sewage and bilge water from vessels
- c. recyclable material including waste oils
- d. residues from vessel construction and maintenance
- e. spills from refuelling operations and refuelling equipment
- f. spills, residues and debris from cargo operations
- g. the discharge of stormwater generated from the port complex, including above MHWS.

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9. Require structures in the CMA used for handling hazardous substances to be maintained at all times to a standard that minimises potential risks to people and the environment.
10. Require the off-loading or transfer of hazardous substances on structures in the CMA to be done at all times in a manner that minimises potential risks to people and the environment.
11. Restrict any further development or expansion of the LPG Terminal in the Papakura Channel beyond the zone.
12. Avoid office and residential land-use activities, except where they are ancillary to marine and port activities.
13. Avoid retail land use activities, except for convenience-type retail servicing the local worker population.
14. Enable use and development that is not related to marine and port activities only where:
  - a. the area proposed to be used or developed is no longer entirely needed, and is not likely to be needed in the foreseeable future, for marine and port activities
  - b. the use and development:
    - i. has a functional need to locate in or adjacent to the CMA; or
    - ii. is ancillary to a structure or activity which has a functional need to locate in or adjacent to the CMA
  - c. the use or development will not adversely affect the primary function of any established structure, or the use of the area for marine and port activities
  - d. the use or development will, where appropriate, significantly enhance amenity values and public use and enjoyment of the CMA
  - e. the use or development will, where appropriate, retain and reflect character features, structures and elements that demonstrate the historic heritage and history of the working waterfront
  - f. the use or development will not result in either increased pressure for the expansion of the existing port outside the port management areas, or the establishment of a completely new port outside those areas
  - g. the use or development cannot be accommodated within or on any existing structures in the CMA
  - h. any landward development associated with the use or development can be accommodated
  - i. adverse effects on the environment can be avoided, remedied, or mitigated.
15. Require proposals for further reclamation to demonstrate that there is no practical alternative, that reclamation is the most appropriate form of development, and that the potential adverse effects can be avoided, remedied or mitigated.
16. Require that the redevelopment of existing navigation channels, wharves, piers and berths, and the development of new facilities within the zone is designed and located to avoid as far as practicable the need for both capital works and maintenance dredging, provided this does not result in additional adverse environmental effects.

### 3.2.5.6 Ferry Terminal zone

#### Zone description

The purpose of the Ferry Terminal zone is to provide for the integrated and efficient operation and development of ferry terminal facilities. These sites play an important part in Auckland's public transport network.

Passenger ferries and their supporting ferry terminal network are important for the growth of Auckland's integrated public transport system. Alongside this is the need to restrict inappropriate use and development of other activities on land and in the CMA that could compromise the use of these facilities as key passenger transport nodes.

The zone applies to terminals at Devonport (includes Devonport and Victoria wharves), Stanley Bay, Northcote, Birkenhead, Beach Haven, Hobsonville, Mātiatia (Waiheke Island), Kennedy Point (Waiheke Island), and Whangaparapara, Tryphena and Port Fitzroy (Great Barrier Island).

Several ferry terminal facilities are components of larger coastal developments. Their operation and growth, and relationship with surrounding activities, must be considered in an integrated and comprehensive manner. The ferry terminals at Devonport and Mātiatia are large complexes of ferry-related and complementary activities. The existing facilities at Gulf Harbour, Bayswater, West Harbour, Half Moon Bay and Pine Harbour are within marinas. These ferry terminal facilities within marinas form an important part of the ferry network but are managed within the Marina zone.

Standalone ferry terminal facilities that form part of the public ferry transport network and are particularly important for local communities, including the smaller facilities on the Waitemata Harbour, and at Waiheke Island and Great Barrier Island.

The city centre facilities at the ferry terminal, Queens Wharf and at Wynyard Wharf are vital components of the ferry network. They are managed through the waterfront precincts of the City Centre zone to recognise their strong relationship with the city centre.

The Auckland Plan's development strategy has identified future ferry terminal sites at Takapuna and Browns Bay serving routes identified as part of the Auckland public transport network. These sites are within the General Coastal Marine zone.

The zone is located within the CMA. Any landward components of ferry terminals are generally within roading or Open Space zones.

#### Devonport and Victoria wharves

Devonport Wharf is a key public transport link between the city centre and the North Shore and is an important gateway to Devonport. It needs to be recognised as a key regional transport facility so that it delivers adequate and convenient public access to the terminal and ferries.

Victoria Wharf allows access to support Devonport Wharf's role and is also an important local open space facility heavily used by the public for promenading and fishing, and by compatible marine and port activities.

Both wharves are a key part of Devonport's urban form and the continued operation and development of this ferry terminal facility must integrate with, and maintain, the visual and amenity values of the adjoining landward area.

#### Objectives

1. Safe and efficient development and operation of ferry terminal facilities identified as transport nodes in the Auckland public transport network.
2. Inappropriate subdivision, use and development that may compromise the ability of the existing ferry terminal

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facilities to provide for public transport is avoided.

3. Public access, use and enjoyment of the CMA is maintained and, where practicable, enhanced provided any associated use and development does not compromise the ability of ferry terminal facilities to provide for public transport needs.

4. Efficient use is made of the structures and water space of the CMA in, and adjacent to, ferry terminal facilities.

5. Ferry terminals are located and designed so they are vibrant, active, high-quality public spaces that complement and integrate with the local surroundings, including by maintaining the historic heritage values of the terminal site.

### **Policies**

1. Maintain and enhance the safe and efficient operation and development of ferry terminals by:

- a. enabling use and development that provides for safe and convenient passenger access, circulation and egress, and cargo transfer
- b. enabling ancillary activities that support ferry terminal facilities and visitor and tourist use, such as administration offices, shops, cafes and services, to be located in the CMA where there is no demonstrated practicable alternative on land
- c. requiring ferry terminal redevelopment to provide enough sheltered passenger waiting areas convenient to the ferry berthage area to comfortably accommodate peak service users
- d. requiring sufficient car parking and loading facilities
- e. supporting linkages and facilities for other public transport modes such as buses, walking and cycling
- f. managing and locating facilities to minimise conflict between different uses and activities.

2. Avoid subdivision, use, or development which adversely affects the continued operation of ferry terminals located within the Ferry Terminal zone.

3. Maintain, and where practicable, enhance public access, use and enjoyment within Ferry Terminal zones where this will not adversely affect the terminal's development, operation and maintenance.

4. Maintain and enhance the visual and amenity values of ferry terminal facilities by requiring any further development to:

- a. integrate the height, bulk and form of any new structure with existing structures, where they are retained, so they are compatible with or complement the character of the surrounding land and CMA
- b. make adequate provision for land-based activities associated with the development
- c. avoid, remedy or mitigate any adverse effects on amenity values of adjacent residential properties, particularly from noise, lighting, traffic or the erection of structures
- d. avoid obstructing views from the facility out to the CMA, particularly from public areas and accessways
- e. be designed with regard to how the structure will be viewed from land as well as from the CMA, including consideration of how any development on Devonport and Victoria wharves will be viewed from Victoria Street
- f. include high-quality public spaces with a sense of spaciousness, particularly in any internal accessways and public areas
- g. require building materials, colours and any proposed signage to be sensitive to, and complement, the maritime context and prominent visual location.

5. Avoid, remedy or mitigate any significant adverse environmental effects on the environment from the development, operation and maintenance of the ferry terminal facilities, particularly on coastal processes, water quality and historic heritage.

6. Limit the size of any new structures to the minimum necessary to support ferry terminal operations and associated activities.

7. Require the provision of adequate and convenient facilities for the containment, collection and appropriate disposal of:

- a. rubbish from the public, passengers and vessels
- b. sewage and bilge water from vessels
- c. recyclable material including waste oils
- d. residues from vessel construction and maintenance
- e. spills from refuelling operations and refuelling equipment
- f. spills, residues and debris from cargo operations
- g. the discharge of stormwater generated from the ferry terminal complex.

8. Require use and development at Devonport and Victoria wharves to:

- a. retain the open space and beach between the wharves and Marine Square as free of structures and available for recreational use, unless new structures would enhance public experiences and connections between the land and ferry terminal facility while retaining some public visibility of the beach
- b. include a mix of commercial and public uses that support and complement the primary role of Devonport Wharf as a ferry terminal so that the wharf is an active and vibrant space that adds to the urban form and activities of the Devonport town centre
- c. not include private or hotel accommodation, and restrict office activities other than a ferry administration office to only the upper levels of the wharf facility
- d. provide adequate bicycle, car and bus parking spaces and facilities to support the transport node.

9. Provide for the appropriate development and use of expanded or new ferry terminal facilities outside the Ferry terminal zone, provided any:

- a. proposal is not inconsistent with the objectives and policies in the Unitary Plan for the Auckland public transport network
- b. proposal is consistent with the objectives and policies for ferry terminal facilities in the Ferry Terminal zone
- c. adverse effects on the environment are avoided, remedied or mitigated, with particular regard to effects on traffic, car parking, amenity, water quality and coastal processes.

### 3.2.5.7 Defence zone

#### Zone description

The Defence zone provides for the continued operation of defence activities in the CMA adjacent to the RNZN Devonport Naval Base and the Onetaunga Bay Wharf (Kauri Point).

#### Objective

1. Effective operation of defence facilities at Devonport and Onetaunga Bay Wharf (Kauri Point) is continued.

#### Policies

1. Avoid use and development adjacent to the Defence zone which would adversely affect the efficient operation of defence activities.

2. Recognise the importance of the Devonport Naval Base and Onetaunga Bay Wharf by:

- a. including those parts of the CMA containing major wharves and other access structures within the zone
- b. providing for continued operation while encouraging the use of appropriate management techniques to avoid, remedy, or mitigate adverse effects.

3. Require any proposal to erect a structure in the Defence zone, other than those for marine and port activities, to demonstrate that:

- a. the area proposed for the structure is no longer needed and is not likely to be needed in the foreseeable future for marine and port activities
- b. the loss of the proposed area will not result in increased pressure for the expansion of the zone beyond its existing boundaries
- c. adverse environmental effects, including effects on historic heritage, will be avoided, remedied, or mitigated.

4. Require redevelopment or further development of existing navigation channels, wharves, piers and berths, and the development of new facilities within the Defence zone to be designed and located so that the need to dredge is avoided or minimised.

5. Require the provision of port facilities and structures to provide adequate and convenient facilities to meet the needs of all vessels berthing or anchoring within the zone for the collection and appropriate disposal of:

- a. sewage, bilge water and litter from vessels
- b. residues from vessel servicing, maintenance and repair
- c. spills from refuelling operations and refuelling equipment
- d. spills, residues and debris from cargo operations.

6. Avoid reclamation and drainage in the zone unless:

- a. it will not result in increased pressure for the expansion of the zone beyond its existing boundaries
- b. it will not increase the intensity of activities where those activities will have adverse effects on the surrounding residential environment
- c. adverse environmental effects, including effects on historic heritage, will be avoided, remedied or mitigated
- d. it meets the reclamation and drainage provisions of this Unitary Plan.

7. Require buildings and other structures in the Defence zone to be designed and located to avoid, remedy or mitigate significant adverse effects on views from and to the adjoining land and water.

8. Assess the visual effect of buildings and other structures in the Defence zone, in order to maintain or enhance:

- a. the visual environment of the area
- b. the landscape and amenity links between the harbour, the zone and adjacent commercial and residential areas.



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9. Recognise that Calliope Dry Dock is a functioning dry dock and require any maintenance, repair, alteration, or reconstruction of this facility to be undertaken in a way which does not cause significant adverse effects on the integrity of the place and its identified historical values.

## 3.2.6 Rural zones

The following provisions form part of the district plan.

### Introduction

#### Rural Production

This is the main zone for a wide range of rural production activities and related rural services and industries. There is a focus on maintaining the productive capacity of the land, its natural and amenity values and a rural character that is based on rural activities. Activities that have amenity expectations that cannot be met within a rural production environment are discouraged. This zone is a principal donor area for transferable rural site subdivision.

#### Mixed Rural

This is a small and localised zone currently covering two areas at Omaha and Ardmore-Clevedon. It provides for mixed rural production and other rural-related activities generally on smaller sites and the operation of existing levels of rural lifestyle development.

#### Rural Coastal

Protects and manages the high amenity values of rural areas along Auckland's harbours, estuaries and coastline while enabling the development and operation of a range of rural and marine related activities. The important recreational attributes of the coastal environment are supported, but further rural lifestyle subdivision is restricted. Much of this zone is covered by natural character, outstanding natural landscape and significant ecological area overlays that include both land and the adjacent coastal marine area.

#### Rural Conservation

The Rural Conservation zone enables established rural activities to continue, but has a conservative approach to new land uses, subdivision and development so that the natural values of the zone are maintained. This zone contains one precinct, the Waitākere Ranges and Bush Living, which reflects the special qualities of the area and their significance to greater Auckland.

#### Countryside Living

Provides for rural lifestyle development in identified areas of rural land which are generally close to urban Auckland or to rural and coastal towns. There is considerable diversity in topography, land quality and landscape character within the Countryside Living zone, which results in a diversity of minimum lot sizes. Priority is given to the maintenance of a lifestyle level of amenity, and activities that adversely affect this high amenity expectation are discouraged. The Countryside Living zone is a recipient area for transferable rural site subdivision from other rural zones.

### 3.2.6.1 General objectives and policies

#### Zone description

There are five rural zones:

- Rural Production
- Mixed Rural
- Rural Coastal
- Rural Conservation
- Countryside Living

They form the rural management framework of this Unitary Plan and are based on the:

- current and potential future land use
- existing subdivision pattern
- type and extent of natural and physical values present.

Many activities take place in more than one rural zone. Their management is addressed by the following general set of objectives and policies that are relevant across all the rural zones:

- Rural production
- Rural character
- Amenity values
- Rural industries and services and non residential activities
- Land subdivision.

These general provisions are followed by objectives and policies relevant to individual zones and reflect the diversity between each. They provide the management framework for subdivision and activities in Auckland's rural areas and need to be considered together.

### **3.2.6.1.1 Rural economy**

#### **Objectives**

1. Rural Auckland is recognised as a place where people live, work and play, and a diverse range of activities are enabled that support these functions.
2. Rural production activities are provided for throughout rural Auckland where they are compatible with the purpose of individual rural zones.
3. Land with high productive potential continues to be used for rural production and not for other uses.

#### **Policies**

1. Enable activities based on production from the land or use of the land resource and recognise them as a primary function of Auckland's rural areas.
2. Require rural production activities to contain and treat their adverse environmental effects on-site to the fullest extent practicable to protect natural environmental values, avoid nuisance effects and maintain local amenity values.
3. Discourage land use activities and development not based on, or related to, rural production from locating on elite and prime land or prevent their use for that purpose.
4. Recognise and maintain the productive potential of land of lesser soil quality, but with special growth characteristics, such as favourable microclimate, good drainage and availability of water, for rural production purposes, and prevent its use for urban development or countryside living.
5. Enable a diverse range of rural production and non-production rural activities to operate in rural areas by:
  - a. directing incompatible activities such as rural production and rural lifestyle development into different zones
  - b. controlling the type and scale of non-residential activities in rural areas so they do not create expectations of urban and residential amenities and services, and impose reverse sensitivity demands on established rural production activities
  - c. managing activities in rural zoned land to maintain the natural values, open space and recreational attributes of public reserves and parks, freshwater lakes and the CMA, as part of using and enjoying rural Auckland.

### **3.2.6.1.2 Rural character and amenity values**

#### **Objective**

1. The character and amenity values of rural areas is recognised and maintained while accommodating the localised character of different parts of these areas.

### **Policies**

1. Require rural subdivision and rural activities to:
  - a. be of a nature, scale, intensity and location that retains the rural character of the zone
  - b. avoid, remedy or mitigate adverse effects, including adverse cumulative effects.
  
2. Establish and operate subdivision and activities in rural areas to maintain the following characteristics:
  - a. a predominance of rural working environments
  - b. land in pastures, trees, crops or indigenous vegetation, and with a degree of naturalness
  - c. a low density of buildings and structures
  - d. land tenure with a diversity of site sizes and shapes
  - e. few buildings and activities of an urban scale, nature and design, other than residential buildings, greenhouses and other approved rural production and rural commercial services
  - f. a general absence of urban scale or type of infrastructure, such as roads with full kerb and channel, sealed footpaths and vehicle crossings, streetlights, bus shelters, sealed and demarcated car parking areas
  - g. generally narrow roads with open drains, some unsealed, with low speed geometry and low traffic volumes, except for state highways and arterial roads
  - h. the intensity of the activity, including the number of people using the site, hours of operation and number of vehicle trips generated, is compatible with the purpose of the zone in which it is located and avoids reverse sensitivity effects.
  
3. Encourage people working and living in the Rural Production, Mixed Rural and Rural Coastal zones to accept the following aspects are part of these rural zones:
  - a. the presence of large numbers of farmed animals and extensive areas of plant or fruit crops, plantation forests and farm forests
  - b. noise, odour, dust, traffic and visual effects associated with use of the land for farming, horticulture, forestry, mineral extraction, cleanfill and motorised sports
  - c. the presence of existing mineral extraction activities identified on the planning maps
  - d. accessory buildings which dot the landscape particularly where farming activities are the dominant activity
  - e. natural landforms and vegetation, coastal and freshwater bodies, open space and views that are used for active and passive recreation and enjoyment
  - f. activities which provide for the relationship of Mana Whenua to their ancestral land and taonga.

### **3.2.6.1.3 Rural industries, services and non-residential activities**

#### **Objectives**

1. Rural production activities in the Rural Production, Mixed Rural, Rural Coastal and Countryside Living zones are supported by rural industries and services, while avoiding reverse sensitivity conflicts and managing adverse environmental effects.
  
2. Rural industries and services inappropriate in the Rural Conservation zone are avoided.
  
3. Rural industries and services are compatible in size, scale and function with the purpose and character of the rural zone where they are proposed to locate.
  
4. The rural economy and the well-being of people and local communities are maintained or enhanced by social, cultural and economic non-residential activities, while the area's rural character is retained.
  
5. Industries, services and non-residential activities of an urban type and scale are directed away from rural zones.

#### **Policies**

1. Enable rural industries and services in rural zones where:
  - a. they support primary production activities, including the processing of minerals, agricultural, horticultural and

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aquaculture processing and packing, and the packing, processing and appropriate manufacturing of goods from primary production in the local area

b. they provide rural services such as rural contracting, boarding of domestic animals, veterinary, and quarantine and research services relating to primary production.

c. they provide rural services such as boarding of domestic animals provided that:

i. animal breeding or boarding is designed and managed to be in accordance with best practice

ii. buildings and accessory buildings that accommodate dogs is in accordance with appropriate acoustic engineering practice and standards

iii. animal breeding or boarding have a minimal impact on adjoining dwellings. Matters considered will include visual impact, noise, odour, dust, traffic generation and vermin control.

2. Intensive farming is enabled in the Rural Production, Mixed Rural and Rural Coastal areas only, provided that:

a. intensive farming should establish and operate in accordance with the most relevant codes of practice

b. buildings and effluent treatment ponds located on elite or prime land should employ measures such as application of nutrients to increase plant production on the productive land not covered by ponds/buildings.

3. Enable non-residential activities in rural areas where they have a clear and genuine connection with the resources, amenities, characteristics and communities of the areas, with a focus on:

a. education, healthcare and community facilities that serve the local rural area and provide services not able to be met by similar facilities in rural towns and settlements

b. marae and non-residential activities associated with papakāinga

c. outdoor recreation and pursuits, nature, rural and wilderness experiences, and relaxation activities

d. tourist facilities and services with a clear operational connection to the natural and physical resources of rural and coastal areas

e. festivals and events, including those connected with local food and beverage production

f. artisan industries, artistic endeavours and creative industries including handcrafts and goods produced from the site's resources, and film production

g. wineries

h. produce stalls and farmers' markets

i. plant nurseries, where produce is grown on-site

j. small-scale retail activities, such as cafés that are accessory to the site's principle activity.

4. Require buildings and other significant structures to be in character with the surrounding rural area and, as far as practicable, to be of a similar scale and form to buildings required for non-intensive rural production activities.

5. Locate and size sites sufficiently to:

a. avoid creating reverse sensitivity conflicts, particularly in relation to Countryside Living zones

b. contain and manage adverse effects on-site

c. avoid, remedy or mitigate adverse effects on traffic movement and the roading network.

6. Avoid non-residential activities of a size, function, intensity or character typical of those in urban areas from locating in rural zones, and locate them within the urban area, including rural and coastal towns or serviced rural and coastal villages.

7. Enable forestry where it:

a. does not affect shading of dwellings, pasture growth or horticultural crops on adjoining sites;

b. is established and managed in a way which does not adversely affect indigenous vegetation or riparian areas

c. employs appropriate management techniques and is located to avoid adverse effects on neighbouring sites.

8. Cleanfills are directed away from Rural Conservation or Countryside Living zones as their operation is not

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appropriate in these zones. Where cleanfills are established in other rural zones:

- a. they will not adversely affect or inhibit the use of surrounding land for productive purposes or for carrying out any permitted, restricted discretionary or discretionary activity
- b. their completed state should be compatible in terms of appearance, form and location with the existing amenity values of the surrounding environment.

### 3.2.6.2 Rural Production zone

#### Zone description

The purpose of the Rural Production zone is to provide for the use and development of land for rural production activities, while maintaining the natural and amenity values and rural character of the rural and coastal environments.

Farming activities generate various waste products and contaminants that have the potential to pollute rivers and streams and groundwater. Many of the activities which produce these contaminants are essential for the operation of rural production activities. However, these activities can give rise to increased levels of suspended sediment, chemical and nutrients and bacteria from faecal matter. Some of the most common discharges from rural production activities that need to be managed are the disposal of effluent from dairy sheds and other intensive livestock activities and leachate from offal holes, silage storage and composted materials.

This is the largest rural zone on the Auckland mainland. Its physical, climatic and production characteristics vary across the region, including rolling to steep hill country distant from the RUB, and flat to rolling lowlands with highly productive soils close to the metropolitan area.

In the north, the zone is characterised by:

- Auckland's highest number of remaining large rural properties
- low intensity settlement, significant natural areas and natural resources
- an environment less modified by humans than other zones in the north
- opportunities to conserve and enhance native vegetation and wildlife.

In the south, the zone is characterised by:

- intensively subdivided land tenure pattern, particularly on lowland areas
- the largest horticultural production area in Auckland, centred on the highly productive soils of the Franklin lowlands
- mixed primary production including pastoral farming and forestry relating to topography, land tenure pattern and water availability on the west and east coasts
- the Hunua Ranges providing the backdrop to production land in the east.

#### Objectives

1. A wide range and diversity of rural production activities take place in the Rural Production zone.
2. Rural production activities largely manage their adverse environmental effects on site.

#### Policies

1. Provide for a diverse range of existing and new rural production activities in the Rural Production zone and recognise their role in determining the zone's rural character.
2. Encourage diverse forestry activities including:
  - a. planting and management of new and existing forests in recognition of their production values, land stability and carbon sequestration functions, and multiple use for active recreation
  - b. woodlots and farm-scale forestry
  - c. planting of indigenous species and amenity exotic species for long-term production purposes and the eventual harvesting of these species.
3. Enable the establishment of new and the expansion of existing greenhouses in specific locations where there are advantages for operational efficiencies, transport accessibility and the provision of energy such as natural gas supplies and services, and manage the amenity expectations of other activities in these areas.
4. Provide for intensive farming, other than for mustelid species, while managing the adverse effects and require

compliance with good industry practice.

5. Require intensive farming of new species, including terrestrial, freshwater and marine species not currently farmed in the Rural Production zone to:

- a. be designed and operated to prevent the escape of any species of animal or plant that could have an adverse effect on the natural environment
- b. not include any mustelid species.

6. Provide for accessory farm and forestry buildings and other operational structures such as stockyards, pump houses and fences as part of the landscape character of this zone, but avoid buildings and structures, other than fences and pump-houses, in coastal yards, riparian margins, wetlands and existing areas of indigenous vegetation.



### 3.2.6.3 Mixed Rural zone

#### Zone description

The purpose of the Mixed Rural zone is to provide for mixed rural production, generally on smaller rural sites, non-residential activities of a scale compatible with smaller site sizes, and existing rural lifestyle development.

These areas have a history of horticulture and viticulture, including greenhouse production of flowers, fruit and vegetables, wine production, intensive poultry farming, and equine-related activities and services. This has given rise to associated buildings and other structures such as packhouses, coolstores, wineries, and equine training tracks and buildings for indoor rural production. These activities have in turn supported the establishment of produce stalls and retail services such as cafés and restaurants and tourist and visitor-related facilities.

Rural sites in the Mixed Rural zone are often larger than those in Countryside Living zones. This means they provide greater flexibility to accommodate a range of rural production activities and associated non-residential activities while still ensuring good amenity levels for residents who use their land for rural lifestyle purposes.

The zone comprises three main areas:

- Omaha Flats
- Hobsonville-Whenuapai
- Ardmore–Clevedon.

#### Objectives

1. The existing pattern of landholdings, and non-residential activities that support them, is used by a diverse range of rural production activities.
2. Land with high productive potential for rural production is retained.
3. The continuation of rural production and associated non-residential activities in the zone is not adversely effected by rural lifestyle activity.
4. The rural character of the zone is maintained with good amenity values while continuing the mix of rural production, non-residential and rural lifestyle activities.

#### Policies

1. Enable land-based production activities that are compatible with the existing subdivision pattern and recognise them as significant elements of, and the primary contributor to, rural character within the Mixed Rural zone.
2. Avoid locating rural production and non-residential activities that produce significant levels of odour, noise and traffic movement or significant discharges of contaminants to land or water that cannot be managed within the boundaries of the site in the zone.
3. Enable on-site processing and storage facilities for agricultural and horticultural produce where their scale and operation is compatible with the character and amenity values of the zone.
4. Acknowledge the mixed activities occurring in the zone when managing reverse sensitivity conflicts by:
  - a. limiting the size, scale and type of non rural production activities
  - b retaining the larger lots sizes within this zone
  - c. preventing further subdivision for new rural lifestyle sites
  - d. requiring good on-site management of rural production activities
  - e. maintaining a level of amenity that reflects the presence of:
    - i. rural production and processing activities that generate rural odours, noise from stock and the use of

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machinery, and the movement of commercial vehicles on the local road network

ii. non-residential activities which may generate noise, light and traffic levels greater than those found in areas of solely countryside living

f. supporting the continued use of the local roading network for horse-riding.

### 3.2.6.4 Rural Coastal zone

#### Zone description

The purpose of the Rural Coastal zone is to retain the high amenity values of rural areas along Auckland's harbours, estuaries and coastline, while enabling rural production and local non-residential activities, maintaining recreational opportunities, and managing the effects of scattered rural lifestyle development.

The zone is generally more extensive than the coastal environment line identified by using New Zealand Coastal Policy Statement criteria. It recognises the significance of the coast to the character and identity of Auckland and its role as a favoured place to live and work and for recreational and leisure activities. The integrated management of the coastal environment, and in particular the coastal edge and margins of lakes and rivers is of utmost importance to Mana Whenua. The zone therefore includes areas beyond the immediate coastal environment that have landscape and amenity links to the coast.

Much, but not all of the zone and the adjacent CMA are covered by environmental overlays that map areas of OHNC, ONL and SEA. The zone itself is the principal mechanism for managing land-use activities.

Rural production activities continue to operate throughout the zone, but it is under significant development pressure for coastal town and village settlement; further rural lifestyle opportunities; recreational, tourism and visitor activities; and diverse small home-based enterprises. It also provides opportunities to access the CMA and support marine-related activities. An integrated management approach is needed for land activities and the use and development of the CMA.

There are significant differences in topography, landscape character, existing rural land uses, transport accessibility and intensity of rural lifestyle development between different parts of the zone. These factors influence the rural character, amenity values and the ability to accommodate land-use changes and more intensive levels of development.

The first set of objectives and policies apply to all parts of the Rural Coastal zone. The second set contains area-specific objectives and policies covering:

- Pākiri coastal area
- East Coast area - Whangateau to Waiwera
- West Coast area - Kaipara South Head and Harbour
- Muriwai-Te Henga coastal area
- Tasman coastal area
- Manukau Harbour coastal area
- Tāmaki-Firth coastal area

#### Objectives

1. Rural production activities are enabled while managing any adverse effects on the high natural character, landscape, biodiversity, ecological and amenity values, and Mana Whenua cultural heritage values of the Rural Coastal zone.
2. The development and operation of other activities that provide recreational and local non-residential services are enabled where they maintain and enhance the zone's high natural values, rural and coastal character and amenity values.
3. Buildings do not dominate and are unobtrusive with the high natural character, landscape, biological and ecological values of the zone.
4. Further rural lifestyle subdivision is prevented across the zone.
5. The significant relationship between land, freshwater bodies and the CMA and their contribution to

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Auckland's rural coastal character is maintained and enhanced.

6. The differences in coastal character in different parts of the zone are recognised and activities and development managed to maintain and enhance important local coastal character.

### **Policies**

1. Manage activities and development to maintain the distinctive rural character and biodiversity and ecological values of the zone which is a combination of:

- a. a high degree of naturalness
- b. high biodiversity, ecological and amenity values based on particular physical and natural features such as beaches, ridgelines, estuaries, harbours, indigenous vegetation, wetlands, or similar unifying features
- c. physical and visual links between land, freshwater lakes and the CMA
- d. the traditional cultural relationships Mana Whenua has with the coastal environment
- e. a predominance of pastoral farming and forestry with a low density of buildings and other significant structures.

2. Enable the continuation of rural production activities and the construction of accessory buildings and structures, such as fences and stockyards, for farming purposes.

3. Provide for the continued operation of forestry, including harvesting and replanting, in existing forest areas, but require evaluation of new forestry proposals in Natural Character, ONL and SEAs identified on the overlay maps.

4. Manage the visual and coastal character effects of commercial greenhouses and buildings for intensive farming purposes.

5. Avoid non-rural production activities that:

- a. require significant areas of buildings
- b. have open areas of exposed ground
- c. require significant earthworks or changes to natural landforms
- d. generate noise and odour beyond the boundary of the site
- e. produce significant discharges that cannot be practicably contained and treated on site
- f. generate significant numbers of daily vehicle movements, particularly on scenic and tourist routes
- g. impact significantly on biodiversity and ecological values.

6. Protect the open space, recreational and natural environment experience provided by regional parks, other public open space and marine reserves by requiring subdivision and activities around these public areas to not adversely affect their character, values and use.

7. Manage the zone as a donor and not a recipient area of transferrable rural site development.

8. Maintain the rural coastal character and high amenity values by controlling the number, location, size and visual impact of dwellings and other non-residential buildings and their curtilage and accessways.

9. Manage the individual and cumulative adverse effects of buildings and other significant structures to maintain high-quality natural landscapes, high levels of amenity and local rural coastal character by:

- a. requiring buildings and other significant structures to be of a scale, location, design and density that integrates them into the rural coastal landscape
- b. avoiding locating buildings, other than those for farm utility purposes, on the top of ridgelines so that their profile does not protrude above the natural line of the ridge
- c. making building platforms and accessways the minimum size necessary to safely perform their function, and that earthworks required to establish these facilities are re-vegetated as soon as possible to cover bare soil exposure, particular on side batten surfaces

d. not locating buildings and other significant structures in coastal yards and riparian margins, except for fences and structures with a functional need for such a location.

10. Recognise the importance of individual major roads in the zone that:

- a. provide access to coastal settlements, public open space and the coast
- b. function as major transport routes for rural produce
- c. are major scenic and tourist routes
- d. are preferred locations for recreation, tourism, visitor facilities and services and the sale of produce and crafts
- e. act as gateways to Auckland

11. Enable the development of appropriate activities, while ensuring that the transport function of the road and its scenic values are not compromised.

### 3.2.6.4.1 Pākiri coastal area

#### Background

The Pākiri coastal area includes the coastal land between Te Arai Point and J Greenwood Road to the south of Pākiri village. Being the backdrop to Pākiri Beach, it is the only lengthy, exposed, high-energy beach on mainland Auckland's east coast. In contrast to other areas on this coastline, it has a distinctly remote and wild rural character.

The area is characterised by hill country in the south and west which gives way to rolling rural land, sand dunes and flat pastoral land in the north and east. The sand dunes, along with historically planted exotic forests form a natural interface between the beach and the pastoral land further afield. The areas of indigenous and exotic forest on the hills lying to the west of the Pākiri coastal area form a physical and visual backdrop to the area, particularly in the southern part.

The Pākiri coastal area is characterised by an existing rural lifestyle and beach settlement to the south of Mangawhai Forest, focussed on the Pākiri River area. Pākiri Regional Park is located to the south of the river. There are limited public road access points to Pākiri Beach. At Te Arai Point, located towards the northern end of the coastline, has a public reserve, regional park, scenic lookout and a golf course.

#### Objectives

1. Low levels of built development in the Pākiri coastal area are maintained to retain its coastal character and the scenic and recreational values of Pākiri Beach.
2. Development of Māori land is provided for in a way that retains the dominance of natural elements and scenic values over any built development.

#### Policies

1. Avoid beachfront residential and rural lifestyle development in the Pākiri coastal area to retain the undeveloped character of Pākiri Beach.
2. Maintain existing public roads and other access ways to Pākiri Beach, but manage the type and intensity of development along these roads to protect their low-key development character.
3. Require buildings to locate outside the active dune system to protect the physical and ecological values of the dune system itself and to ensure its long-term stability.
4. Manage built development on existing rural titles and from title boundary realignments so that the size, location and density of buildings does not dominate over natural elements and the area retains a rural character rather than one of rural lifestyle domestication.

5. Minimise the visual and landscape impacts of buildings, when implementing policy 3.2.6.4.1.4, in areas where there are important public views to and from Pākiri Beach and the rural backdrop, including:

- a. views to and from the beach at the Pākiri River mouth
- b. views to and along Pākiri Beach and the southern coastal hills from Pākiri Regional Park
- c. views to and from the beach at Te Arāi Point.

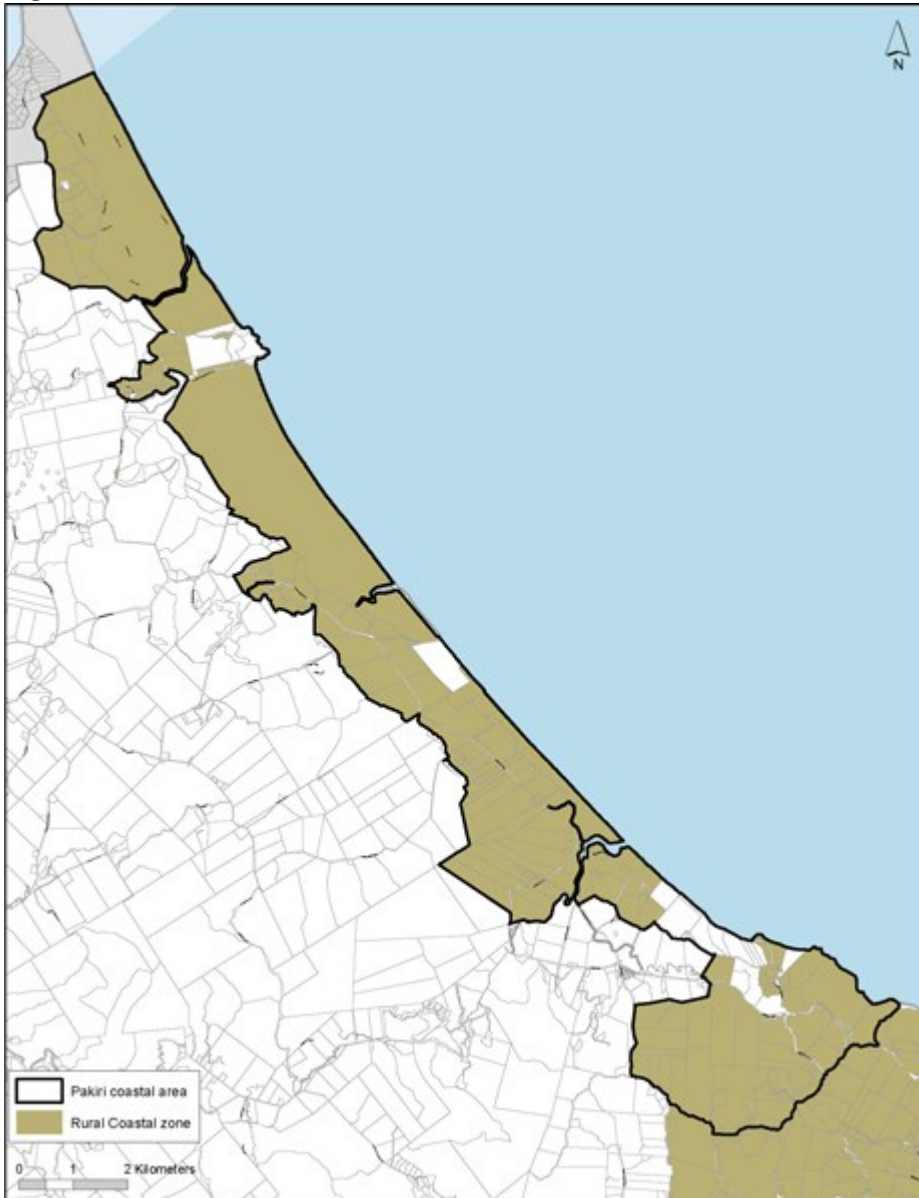
6. Avoid activities and development that adversely affect the natural character, recreational use, and water quality of the catchment of the Cape Rodney to Ōkakari Point/Goat Island Marine Reserve, particularly on the coastal hills fronting the reserve.

7. Provide for the ongoing operation of the Mangawhai Forest and its multiple purposes for timber production and sand dune stabilisation, and for its landscape and open space values as a backdrop to Pākiri Beach.

8. Enable the use of Māori land in the area for papakāinga and other associated purposes, but recognise the high natural values of the area by:

- a. concentrating built development in areas of lower visual prominence
- b. cluster development rather than expansion along the coastal edge
- c. maintaining existing vegetation and landform character as far as practicable
- d. managing the scale of development to reflect papakāinga and marae needs, rather than more intensive forms of development.

Figure 1: Pākiri coastal area



[Click here for higher resolution version.](#)

#### 3.2.6.4.2 East Coast area - Whangateau to Waiwera

##### Background

The East Coast area extends from Rodney Road (Pākiri Hill) south as far as the northern bank of Waiwera River. Its inland boundary generally follows State Highway 1 from Waiwera to Warkworth, before extending northeast to the east of Matakana Road and along Leigh Road. Public roads are located along the ridgelines and provide access to the coastal edge.

This coastal area is typically characterised by an indented and variable coastline with steep headlands, small coves, sheltered beaches and harbours, interspersed with extensive, more exposed sandy beaches. A sequence of five major estuaries are distributed along the eastern coast area – Whangateau, Matakana, Mahurangi, Pūhoi and Waiwera. Within these estuarine environments, inter-fingering of land and water provides extensive nooks and crannies which brings the coastal environment some distance inland as it follows these inlets.

Between Mahurangi and Waiwera, the land is characterised by steep to rolling rural land with extensive areas

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of indigenous vegetation and partially bush-clad slopes. In general, there are few areas of flat land, the largest areas being at Omaha Beach and Omaha flats. Given the hilly topography, the areas have high view amenity from land out to sea, both nearshore across estuaries and to more distance islands in the Hauraki Gulf.

Much of the coastal edge is identified as having areas of ONHC with further expanses of land identified as ONLs and SEAs.

Five regional parks at Tāwharanui, Scandretts, Mahurangi East, Mahurangi West and Wenderholm provide public access and recreational opportunities, as well as being significant ecological areas.

The East Coast area provides a favourite location for rural lifestyle development and coastal holiday homes. It also provides extensive opportunity for recreational use of the coastline and estuarine areas, with scattered boat launching facilities. The satellite town of Warkworth and the coastal settlements of Snells Beach, Leigh, Point Wells, Omaha, Matakana, Sandspit and Waiwera are all close to the East Coast area.

### Objectives

1. The open, high-quality coastal landscape character and the natural environmental values of the East Coast area are retained.
2. Recreational, home occupation, marine transport and tourism activities are supported where they are consistent the coastal landscape character and natural environmental values of the area.
3. The management of activities and development is integrated with the management of growth in identified rural and coastal towns and settlements.
4. The high natural values of the east coast estuaries are maintained by requiring high performance standards for activities and development on land.

### Policies

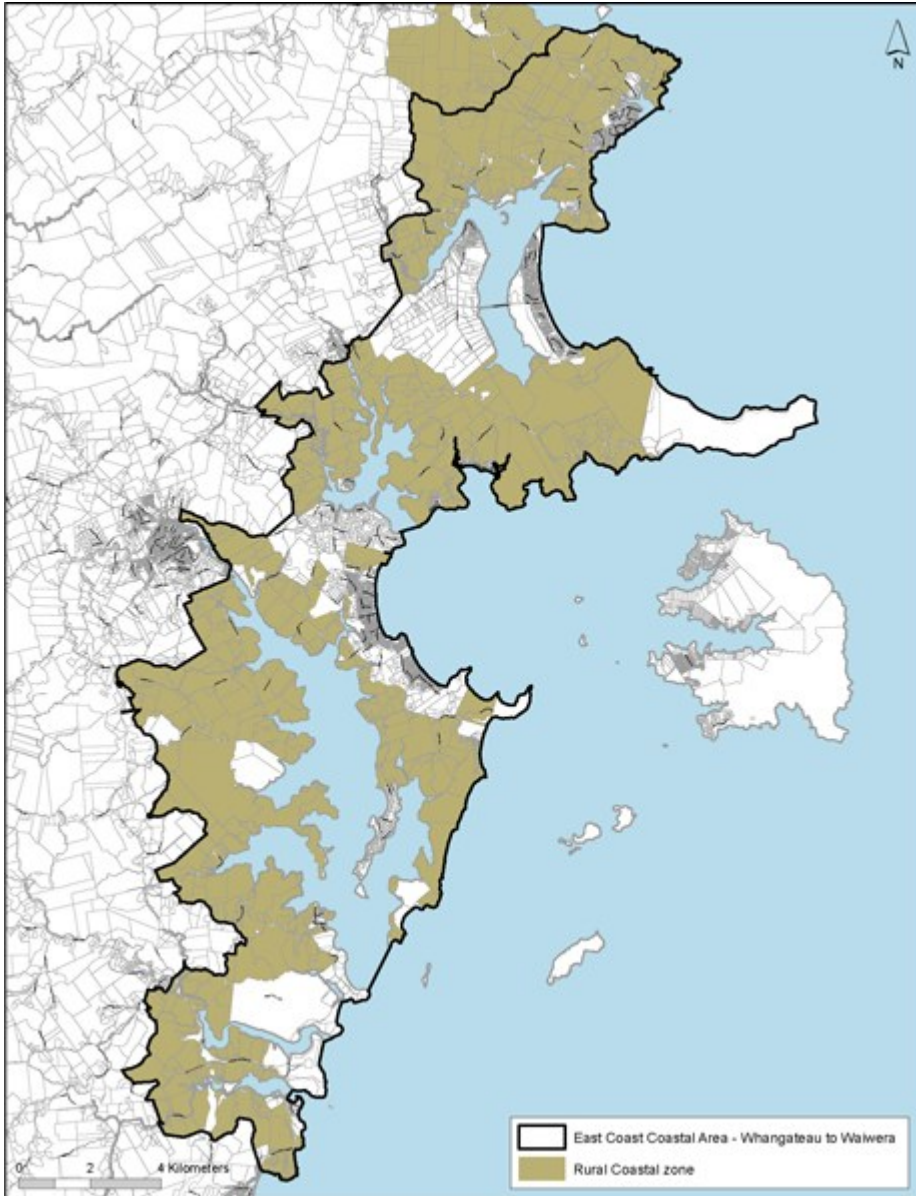
1. Require dwellings, their curtilage and access to be located sensitively in the landscape, with particular consideration of their size, location, scale and density, ability to tuck into the landscape and the desire for views against visual dominance in landscape.
2. Assess the visual and landscape impacts of greenhouses and buildings for intensive farming in the rural area.
3. Avoid locating dwellings and other significant buildings on ridgelines and the construction of urban type access ways up or across visually significant slopes.
4. Recognise and support the high recreational values of the area, particularly accessibility to, and use of, the CMA by enabling:
  - a. the continued use of Sandspit as a transport terminal to Kawau Island
  - b. the efficient operation of existing public boat launching facilities and the establishment of new public facilities in appropriate locations.
5. Avoid activities and development of a type, scale or location that adversely affects the public use and enjoyment of regional parks and other public open space for:
  - a. active and passive recreation, both on land and in the adjoining CMA
  - b. appreciation of open space, scenic and natural landscape values
  - c. centres for biodiversity management and enhancement
  - d. farmland management.
6. Enable the development and operation of local home occupations that support rural production, tourist trails,



farmers' markets and tourist facilities in centres such as Warkworth, Snells Beach-Algies Bay and Matakana.

7. Concentrate larger scale tourist facilities, including tourist accommodation, in rural and coastal towns.

**Figure 2: East Coast Area - Whangateau to Waiwera**



[Click here for higher resolution version.](#)

### **3.2.6.4.3 West Coast area - Kaipara South Head and harbour**

#### **Background**

The West Coast area includes significant areas of Kaipara South Head, the Ōkahukura (Tāpora) Peninsula and the eastern coastal margins of the Kaipara Harbour. The area is characterised by a predominance of rural production activity, particularly pastoral farming activities and forestry and its significance to Māori. Long, high-energy beaches backed by sand dunes are located along the coast, terminating in the significant high dune landforms and Papakanui spit at South Kaipara Head. Three main roads serve the area – State Highway 16, South Head Road and Run Road-Journey's End. There are high-amenity views of the harbour from State Highway 16 in particular.

Flat coastal alluvial plains are a special landscape feature in the Kaipara Harbour catchment. These are backed by a convoluted coastline with rolling hills. This harbour is highly tidal with extensive areas of exposed

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intertidal flats and defined low tidal channels and occasional mangrove communities. The remaining natural areas are important due to past vegetation clearance and wetland drainage. Activities such as sand extraction, marine farming and tidal energy generation occur in the Kaipara Harbour.

Significant bird habitats are present along the coastal margins and in the harbour, particularly around the sand islands at Tāpora. Tāpora, Wharehine and Port Albert are sensitive to development due to the elevated nature of many of the surrounding roads, and due to the rolling and often open natural of the land which also connects to the low lying alluvial plains.

Development has increased in particular along the west coast of the Kaipara Harbour and along South Head. A pattern of typically large properties and low-density settlement provides a rural and semi-remote character.

Woodhill Forest along the western margins of South Kaipara peninsula provides production, recreation, sand stabilisation and landscape functions. It is a significant site for active sports such as mountain biking.

Topography and private land ownership limits access to the coastal edge in many areas. However, Ātiu Creek Park provides public access to the Ōruawhero arm of Kaipara Harbour.

Small bach communities are located at Shelly Beach, Journey's End and Port Albert, with Shelly Beach providing the main boat launching facility.

Note: the boundary of the West Coast area will follow the decision of the Environment Court in relation to appeals on Plan Change 132 to the Auckland Council District Plan (Rodney) section.

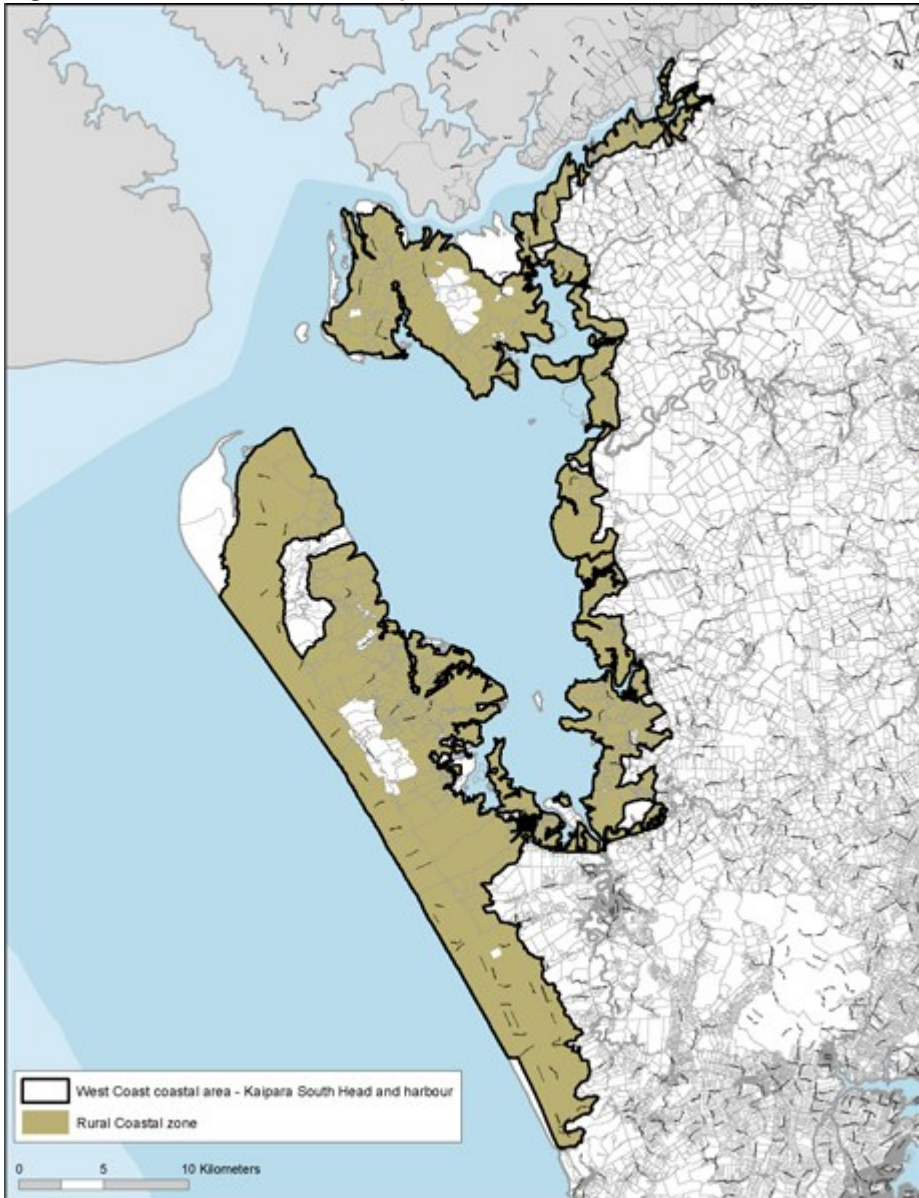
### Objectives

1. The special and distinctive coastal and rural character of the West Coast area is retained.
2. Land-based activities and development are managed to protect the area's Outstanding and High Natural Character and landscape values, and its ecological, recreation and amenity values.
3. The relationship between the land, the Tasman Coast and the Kaipara Harbour, and the physical, ecological, landscape, amenity and production connections between the two is recognised and maintained.
4. Significant Māori associations with the Kaipara Harbour area recognised and provided for.

### Policies

1. Enable rural production activities, particularly pastoral farming and forestry, for their economic and social contribution to Auckland and for their role in retaining a remote rural and coastal character.
2. Maintain a low intensity of built development, where buildings are for farming and forestry purposes rather than for rural lifestyle purposes.
3. Require buildings for intensive farming to be sited to minimise visual impacts on natural character and landscape values.
4. Retain a range of land holding sizes, particularly those larger land holdings used for pastoral farming activities.
5. Improve public access to the Kaipara Harbour, including boat launching facilities where this does not adversely affect important habitat areas, such as the Tāpora sand islands.

Figure 3: West Coast area - Kaipara South Head and harbour



[Click here for higher resolution version.](#)

#### 3.2.6.4.4 Muriwai to Te Henga coastal area

##### Background

This coastal area of Muriwai to Te Henga consists of the rugged coastal strip between Muriwai and Bethells Beach/Te Henga and the area inland as far as the edge of the hill country west of Waitākere township. Although some parts of the area are more distant from the coast, they are included in the coastal area because of their open space and natural qualities.

Typically this area is characterised by its predominance of natural qualities, including open space that is largely unmodified by the built environment, significant roads or other landscape modifications.

Largely uninhabited steep, rugged indented coastal cliffs are present along the West Coast with small beaches amid high, rocky headlands. Rolling to steep hills extend inland from the coast. Areas of regenerating and significant indigenous vegetation are also present.

Rural lifestyle development to the south of Muriwai settlement is focused on Ōaia and Constable Roads but set

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back from the coastal edge. An Open Space zone running the length of the Muriwai/Bethells Beach coastline separates the coastal area from the CMA.

Part of the area to the south is included in the Waitākere Ranges heritage area.

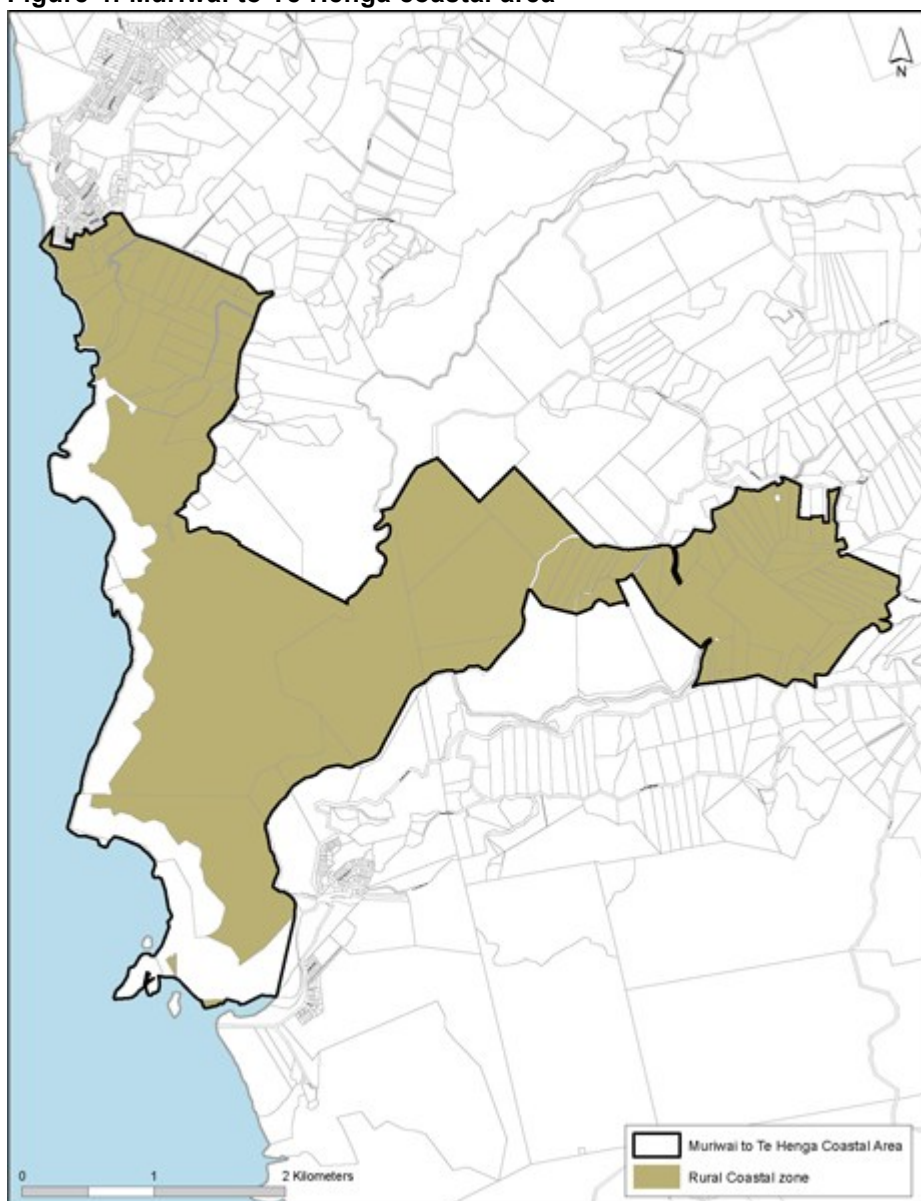
### **Objectives**

1. The natural, coastal and non-urban character of the Muriwai-Bethells Beach coastal area is protected and retained.
2. Activities are managed in this coastal area to maintain the values of the adjoining Open Space zone.

### **Policies**

1. Manage built development on existing rural titles and from title boundary realignments so that its size, location and density of buildings does not dominate natural elements and the area retains a rural character rather than one of rural lifestyle domestication.
2. Avoid site dwellings and accessory buildings overlooking public walkways or locations such as headlands or ridgelines where they would be highly visible from the Open Space zone.
3. Avoid built development requiring significant clearance of existing regenerating and established indigenous vegetation.

Figure 4: Muriwai to Te Henga coastal area



[Click here for higher resolution version.](#)

#### 3.2.6.4.5 Tasman Coast area - Āwhitu Peninsula

##### Background

The Tasman coastal area comprises the western margins of the Āwhitu Peninsula. This is a relatively straight section of coast extending from the Manukau Harbour south to the council boundary with Waikato District.

The area is characterised by several distinctive landforms, including a narrow beach backed by a steep bluff that typically rises sharply to 120-190m above sea level and several dune lakes. Public roads are generally 1.5-3 km inland with no direct access to the coast, apart from at Karioitahi Beach and Hamilton's Gap.

The length of the sandy Tasman Coast is prone to coastal erosion and sand-drift. Severe blowouts, migrating dunes and sand sheets can be exacerbated when vegetation is disturbed. The dune lakes of Pēhiākura and Pokorua are generally surrounded by privately-owned land and lack public road access.

The area as a whole is one of high natural character and outstanding natural landscapes. Steep hill country gives the area a wild, scenic and remote landscape character. Pastoral land comprises large farm holdings

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with pockets of indigenous vegetation and forestry. Settlement is typically sparse – characterised by farm houses and accessory buildings and located adjacent to existing roads.

A long history of Māori settlement has left a legacy of places and sites of significance to local iwi and strong cultural associations with the peninsula as a whole.

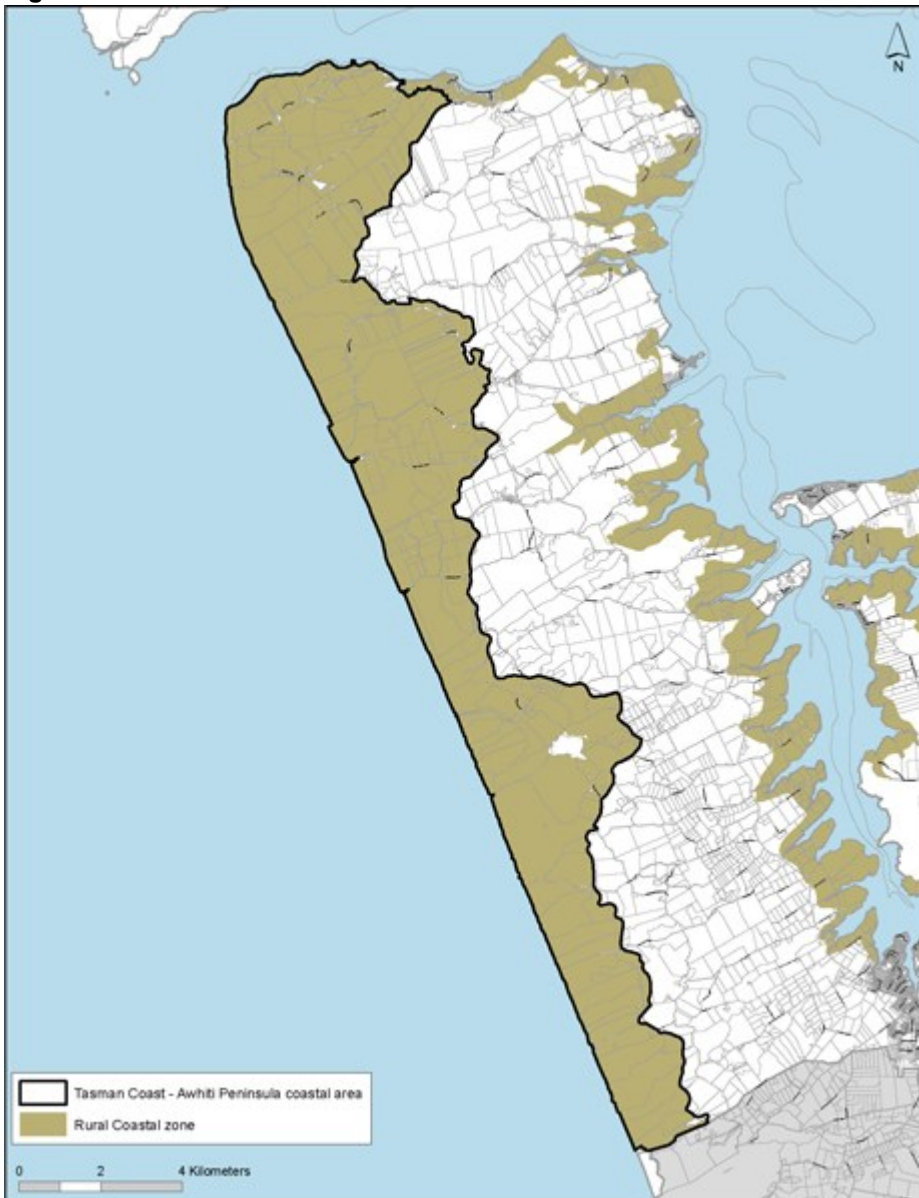
### **Objectives**

1. Low levels of rural lifestyle development in the Tasman coastal area are maintained to retain its wild scenic and remote landscape character.
2. Natural coastal processes are recognised and managed by avoiding activities that would create or exacerbate coastal erosion and sand blowouts along the Tasman coastline.
3. The potential for this coastal area to support renewable wind energy generation facilities is acknowledged.

### **Policies**

1. Recognise land instability along the Tasman Sea coastal edge and avoid buildings, infrastructure and land modification in these areas.
2. Provide for primary production activities that help to stabilise eroding cliff edges and adjoining land.
3. Protect existing areas of indigenous vegetation for their ecological, landscape and land stability values.
4. Avoid renewable energy generation facilities at South Manukau Head and in locations visible from Āwhitu Road or are significant to iwi.
5. Promote the protection and enhancement of the ecological, cultural, water and natural character values of the Āwhitu dune lakes.
6. Manage the type and intensity of development other than for primary production along roads providing direct access to the coast and ensure their low key development character is protected.

Figure 5: Tasman Coast area - Āwhitu Peninsula



[Click here for higher resolution version.](#)

#### 3.2.6.4.6 Manukau Harbour coastal area

##### Background

The Manukau Harbour coastal area encompasses the harbour fringe from Wattle Bay at the harbour entrance to the Whangamaire Stream arm of the Pāhurehure Inlet, west of Hingaia.

This coastal margin is physically diverse with a wide variety of environments including beaches, headlands, cliffs and estuaries. It is characterised by low lying rural flatlands, low terraces and rolling topography deeply indented by the Waiuku and Taihiki rivers and various estuarine creeks and inlets.

The coastal area forms part of the wider Franklin lowlands with highly productive soils, pastoral and horticultural land uses and an intensive pattern of land subdivision into small rural sites.

The Waiuku River, indented toward the mainland, is associated with low coastal cliffs and rural land sloping down to a mangrove-lined estuary, where views are available across land and water. The eastern margin of the Āwhitu Peninsula with coastal terraces and flats, is backed by higher and steeper areas, and a sequence of

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inlets and prominent coastal headlands from Matakawau south to Waiuku township.

The small coastal settlements are located at Clarks, Waiau and Glenbrook beaches, with scattered, typically traditional bach areas at Wattle Bay, Ōrua Bay, Big Bay, Graham's Beach and Matakawau Point which are zoned as coastal settlements rather than rural coastal.

Low elevation views out and across Manukau Harbour are afforded from the local headlands. Inter-tidal banks and flats of the Manukau Harbour are visually prominent, and provide an area of international significance for roosting and feeding for migratory wading birds. The coastal margin pastoral land is utilised by birds as part of the wider southern Manukau Harbour wildlife habitat.

There are larger holdings on the eastern Āwhitu coastline than along the southern Manukau coast, with a predominance of pastoral farming activities. Overall in this location there is a relative absence of dwellings in proximity to much of the coastline. Natural character is based on agricultural land uses and absence of built development rather than the presence of indigenous vegetation. The area also has important cultural significance.

Āwhitu Regional Park provides important public recreational and access point to the coast to the Manukau Harbour.

### Objectives

1. Rural production activities are continued in the Manukau Harbour coastal area while maintaining its rural coastal character and visual amenity values.
2. Activities in the coastal area are managed to protect the ecological values of the Manukau Harbour, particularly identified wader bird habits, and the visual and landscape interconnections between land and sea.
3. Identified special character areas are protected from inappropriate land use activities, built development and further subdivision.
4. Coastal and riparian vegetation quality and quantity in the coastal area are improved.
5. Built development and inappropriate land use activities are avoided within critical coastal margins at risk of coastal flooding or erosion.

### Policies

1. Recognise the significance of the coastal margin setback in maintaining the natural character of the coastal edge, providing a natural buffer to coastal erosion flooding and contributing to the visual amenity values of the Manukau Harbour coastal edge.
2. Require dwellings and other significant built development, other than fences, to locate outside the coastal margin setback.
3. Protect the special character areas listed in policy 3.2.6.4.6.4 by:
  - a. controlling the location, scale and density of built development
  - b. having vegetation cover and production land uses that are appropriate to the area in terms of use by wader birds.
4. Recognise the following areas are identified as being of special character in the Manukau Harbour coastal area:
  - a. Clarks Beach to Seagrove and Ellets Beach
  - b. Pollok Spit
  - c. Āwhitu Regional Park and Environs

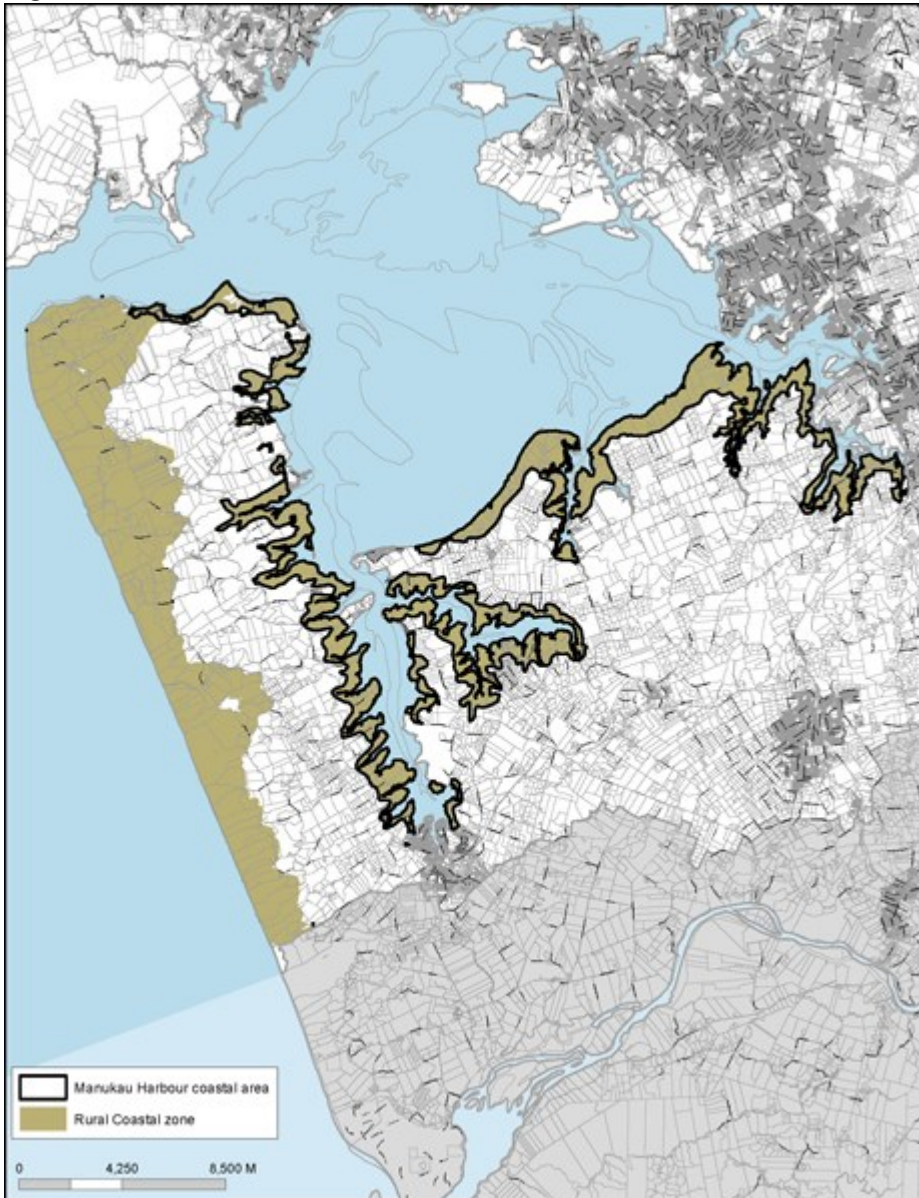


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- d. Waipipi Creek Roosts
  - e. The Western Needles Promontory
  - f. Kelly's Landing Headland
  - g. Dickey's Landing Headland/Kauri Point Headland
  - h. Kauri Road Headland
  - i. Andrew Pye Road Headland
  - j. Mako Point Headland
  - k. Headland between Wattle Bay and Ōrua Bay.
5. Prevent the transfer of transferable rural sites into the Manukau Harbour coastal area.
6. Improve public access to, and along, the coastal edge, except in identified wader bird and wāhi tapu areas, by providing esplanade and other reserves.
7. Avoid activities and development of a type or scale or location that adversely affects the public use and enjoyment of the Āwhitu Regional Park for:
- a. active and passive recreation, both on land and in the adjoining CMA
  - b. appreciation of open space, scenic and natural landscape values
  - c. farmland management.
8. Require enhancement of the coastal edge and riparian margins as part of any development for rural lifestyle purposes or non-residential activities.

Figure 6: Manukau Harbour coastal area



[Click here for higher resolution version.](#)

### 3.2.6.4.7 Tāmaki Firth coastal area

#### Background

The Tāmaki Firth coastal area encompasses rural coastal land from Maraetai south-east to the regional boundary south of Matingarahi on the Firth of Thames.

It is a mixture of flat land around the lower reaches of the Wairoa River and at Kawakawa Bay, Ōrere Point and Waimangu Point, separated by rolling to steep hill country. This coastal area is predominantly pastoral land but backs onto steep forest-covered hill country in the north and the Hunua Ranges in the south. There is no continuous coastal road connecting the area as a whole.

It is typically characterised by a variable coastline with a rocky shoreline of small coves and headlands, cliffs, wider sandy beaches, prominent headlands, shallow beaches, separated by rolling land, which gives way to shallow gravel beaches in the south.

Pastoral farming is predominant, interspersed with local areas of indigenous vegetation. There are four regional

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parks within the area - Duder, Waitawa, Tawhitokino and Tāpapakanga.

In terms of settlements, there is a rural town at Clevedon and coastal settlements at Kawakawa Bay and Ōrere Point. A new rural residential node at Matingarahi extends both sides of the main coastal road.

The area is historically significant to Māori, including Umupuia. Important coastal pōhutukawa give the area its name - the Pōhutukawa Coast.

The southern part of this coastal area acts as the 'entry' to coastal Firth of Thames and provides a significant bird habitat and many natural features.

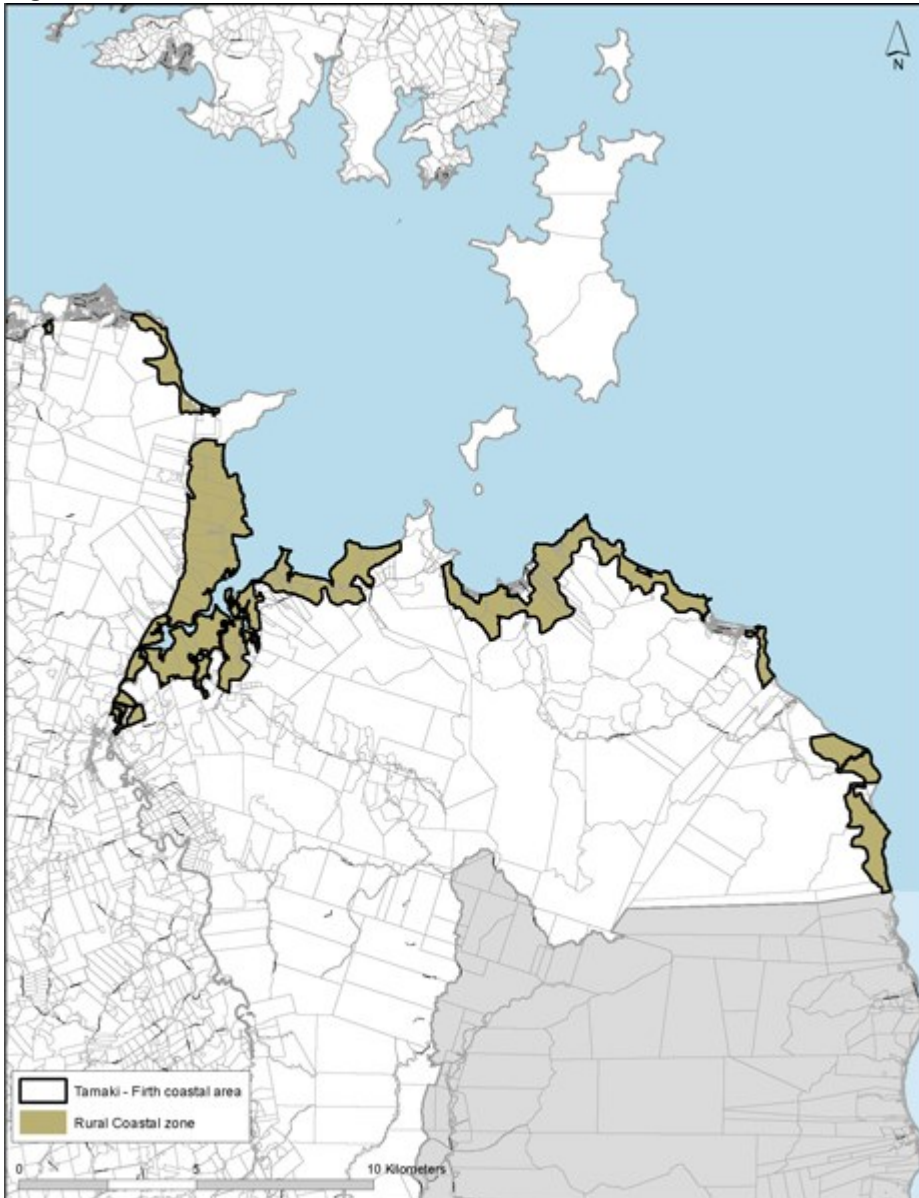
### Objectives

1. The rural production, rural and open space character of the Tāmaki Firth coastal area is maintained.
2. The creation of new settlements or rural lifestyle nodes near Matingarahi are avoided.
3. The scenic values associated with the Pōhutukawa Coast highway are maintained.
4. Coastal pōhutukawa trees are protected.

### Policies

1. Enable rural production activities for their economic and social contribution to Auckland and for their role in retaining the rural and coastal character of this area.
2. Avoid establishing new rural lifestyle settlement nodes along the coastal edge and contain Matingarahi within its existing boundaries.
3. Avoid locating dwellings and other significant buildings on prominent headlands and ridgelines and the construction of urban type access ways up or across visually significant slopes.
4. Manage the location, type and scale of non rural production activities along the Pōhutukawa Coast Highway to ensure that its rural character and scenic values are maintained.
5. Avoid activities and development of a type or scale or location that adversely affect public use and enjoyment of regional parks and other public open space for:
  - a. active and passive recreation, both on land and in the adjoining CMA
  - b. appreciation of open space, scenic and natural landscape values
  - c. centres for biodiversity management and enhancement
  - d. farmland management.
6. Recognise and support the high recreational values of the area, particularly accessibility to and use of the CMA by enabling the efficient operation of existing public boat launching facilities and the establishment of new public facilities in appropriate locations.

Figure 7: Tamaki Firth coastal area



[Click here for higher resolution version.](#)

### 3.2.6.5 Rural Conservation zone

#### Zone description

The Rural Conservation zone comprises biophysically distinctive areas in rural Auckland. All have important natural values requiring maintenance and protection. However, they are largely in private ownership and are used for a range of purposes, including residential, low-impact recreational activities, conservation and open space.

Most areas have significant indigenous vegetation cover, are important wildlife habitats, or contain important natural features such as dune lakes. Most have been identified as SEAs, ONLs and areas of OHNC.

The purpose of this zone is to enable established rural and residential activities to continue, but to adopt a conservative approach to new land uses, subdivision and development so that the natural values of the zones are maintained and protected.

The zone contains one precinct, the Wāitakere Ranges and Bush Living precinct.

#### Objectives

1. The differences in landscape, natural character and distinctive environmental values of the zone are recognised and protected.
2. The inherent physical and biological properties are recognised and activities managed in a way to preserve and maintain them.
3. Existing rural and residential activities continue but further development across the zone is generally avoided.
4. Buildings and structures are unobtrusive within the natural landscape.

#### Policies

1. Protect the landscape from significant change or modification, particularly visually intrusive buildings, structures and roads.
2. Manage individual and cumulative adverse effects of buildings and other structures to protect and maintain the unique environment by:
  - a. requiring buildings and other structures to be of a form, scale, location and density that they are compatible with the landscape
  - b. avoid buildings and structures on ridgelines.
3. Enable the continued use of established rural activities where they contribute to the unique character of the zone and allow expansion of those activities only where adverse effects are avoided or mitigated.
4. Enable the continuation of existing rural activities and recreational use of the zone providing that adverse effects are avoided or mitigated.
5. Maintain and enhance water quality and quantity by:
  - a. avoiding new primary production activities or the expansion of existing activities where they will accelerate water abstraction from lakes
  - b. discouraging intensive farming, cleanfills, and rural industries and services that generate contaminant discharges to land or water and increase existing levels of diffuse nutrient input into lakes
  - c. minimising land disturbances, landform modification and the removal of indigenous vegetation to reduce on-site sediment discharges from any site
  - d. avoiding the introduction of exotic species which may undermine the ecological integrity of native terrestrial

or aquatic habitats.

6. Protect and maintain habitats, high-value natural areas and unique features present within the zone through controls on earthworks, vegetation removal, grazing, wetland modification and limitations on activities and subdivision.

7. Recognise the high ecological value of the dune lakes and their habitats by avoiding activities that disturb wildlife during breeding or nesting seasons.

### 3.2.6.6 Countryside Living zone

#### Zone description

This zone incorporates a range of different types of rural lifestyle development which share a common characteristic of being low-density residential development on rural land. These rural lifestyle lots include scattered rural residential lots, farmlets and horticultural sites, residential bush lots outside the urban area, papakāinga and foothills settlements.

The zone applies to areas with a diversity of physical, topographic and landscape characteristics. Some parts of the zone reflect historical subdivision patterns dating back nearly 40 years, while other areas were established on rural land that did not have significant production values, often associated with steep topography and poor soils. Bush lots enabled the protection of indigenous vegetation cover as part of the subdivision process.

Countryside Living zones located on better quality land often reflect a transition from a productive horticultural use to a rural lifestyle site as market conditions change.

The general zone provisions also apply to these areas. There are also four Countryside Living zone precincts that apply to specific locations to reflect the more detailed design and development process that has been applied to them under legacy district plans. They are:

1. Wāitakere Foothills
2. Clevedon
3. Whitford A and B
4. Pararēkau and Kopuhingahinga Islands.

#### Objectives

1. Amenity values are reflected in its primary use for rural living rather than rural production activities.
2. Subdivision and development for rural lifestyle purposes is delivered with quality development outcomes while the environment is protected and enhanced.
3. The quality of the environment with respect to rural character, amenity values, water quality, ecological quality, historic heritage values and the efficient provision of infrastructure is maintained and enhanced in subdivision design and development outcomes.
4. Where the Countryside Living zone adjoins the Rural Production or Mixed Rural zones, development does not compromise the ability of the land to be effectively and efficiently used for rural production activities.
5. The type and nature of land use activities allowed in the zone are restricted to those appropriate for the smaller site sizes and level of amenity value provided for.
6. Development outcomes enable land within the zone to be used for small-scale rural production activities as well as lifestyle living.

#### Policies

1. Locate, design and implement subdivision and associated land use development to avoid urban form and character, maintain and enhance rural character, amenity values and protect and enhance environmental features by:
  - a. designing subdivisions to respond to the topography and characteristics of the land being developed, resulting in non-uniform patterns of development that are sensitive to the features of the environment in which they are located
  - b. identifying building platforms that respond to site topography and environmental characteristics
  - c. locating accessways, services, utilities and building platforms where these can be provided without the need

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for significant earthworks, retaining, benching or site contouring

d. locating accessways, services, utilities and building platforms where the location is sensitive to, and responds to, the site's environmental features to avoid vegetation removal or adverse effects on water quality, wetlands, riparian margins, historic heritage sites or sites of significance to Mana Whenua. Where avoidance is not possible, mitigation measures must be proposed so that any adverse effects are minor

e. identifying opportunities for environmental enhancement of existing areas of native vegetation, wetland areas, riparian margins or the coastal edge and requiring this enhancement to be actioned through the implementation of the development, including on an ongoing basis.

f. requiring land use and subdivision development that provides the open space character anticipated in the zone and maintains a rural character through the use of rural style fencing, gates, entranceways; coloured concrete or tar seal for access ways and roads; landscape planting that reinforces local vegetation patterns and retains a spaciousness between residential built form on adjoining sites; and requires the clustering of residential built form on individual sites

g. identifying and where appropriate, requiring the provision of walkway, cycleway and bridle path networks.

2. Manage the design, siting and construction of new buildings and structures so that they retain the open space and non-urban character of the zone.

3. Prevent subdivision and development from compromising the safe and efficient operation of existing rural activities or industry.

4. Allow a variety of site sizes in the zone that reflect local character and enable development to achieve the zone's objectives and policies.

5. Avoid or mitigate adverse effects in relation to reverse sensitivity, and the amenity values of the environment, by restricting the range of land use activities enabled in the zone.

6. Prevent activities that will result in adverse effects such as noise, dust, traffic volumes, smell, visual effects, effects on health, safety and cultural values and significantly reduce the rural amenity values enjoyed in the zone.

7. Acknowledge the amenity values in this zone reflect its predominant use for lifestyle living rather than for production activities.



### 3.2.7 Strategic Transport Corridor

The following provisions form part of the district plan.

#### Introduction

This zone provides the flexibility needed for development of the state highway and railway corridors and for a wide range of activities for transporting people and goods.

Most of the zone is subject to designations by KiwiRail and the New Zealand Transport Agency designations will remain the primary means of managing and operating Auckland's state highway and railway corridors. In general terms, the activities carried out under these designations are restricted to the core activities associated with the individual authorities.

By applying a Strategic Corridor zone to these corridors, provisions can be put in place to facilitate the integrated use of the corridors as a single transport network and provide more certainty around services and activities.

In some circumstances, such as staged land acquisition for long-term projects, it will be appropriate to zone land for non-transport activities until the land is required. The zone provisions will provide for these activities while ensuring the corridor's primary transport function is not undermined.

#### Zone description

The Strategic Transport Corridor zone is applied to state highway and railway corridors. Most of these corridors are subject to a transport-related designation by New Zealand Railways Corporation or the New Zealand Transport Agency (NZTA). The zoning is therefore applied to land which contains strategic infrastructure, or where the designation provides for such infrastructure.

The purpose of the zone is to provide for state highway and railway corridors to be:

- developed and used for a wide range of activities associated with the transportation of people and goods
- used for non-transport related activities until the land is required for transport purposes
- used as a single, integrated transport system operated by more than one agency.

The zone provides certainty as to the activities that can be undertaken and assists in planning and investment across transport modes.

#### Objectives

1. Railway and state highway corridors are used efficiently for the transportation of people and goods.
2. Land identified for railway and state highway corridors can be developed and used for appropriate non-transport related activities without undermining the future use of the corridor for transport purposes.
3. Potential effects of noise mitigation measures on adjacent development are managed.

#### Policies

1. Provide for the operational requirements of transport activities and a range of appropriate transport related activities.
2. Provide for walking and cycling facilities where feasible.
3. Enable non-transport related activities where the land is not immediately required for transport purposes provided that:
  - a. buildings and other structures are of a scale and design that is compatible with surrounding land uses

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- b. the non-transport related activity will not give rise to reverse sensitivity effects which would undermine transport activities
  - c. the non-transport related activities are established in such a way that they do not prevent the land reverting back to a transport use when required in the future.
4. Provide for works and measures such as noise mitigation, landscaping and artworks that enhance existing infrastructure and minimise its adverse effects on adjoining development.

## 3.2.8 Special Purpose zones

The following provisions form part of the district plan.

### 3.2.8.1 Airport zone

#### Zone description

The Airport zone applies to the Kaipara Flats Airfield, North Shore Airfield, Parakai Airfield, Auckland International Airport and Ardmore Airport. Auckland International Airport and Ardmore Airport have precincts which override these provisions. Aircraft operations, and the maintenance and repair of aircraft are provided for, with limited provision for commercial and industrial activities associated with aviation.

#### Objectives

1. The operation of existing airfields are provided to continue.
2. New airfields are enabled where appropriate.
3. Aircraft operations and appropriate commercial and industrial activities associated with aviation are enabled.

#### Policies

1. Allow for the continued operation of existing airfields and allow for the establishment of new airfields.
2. Require aircraft and aircraft-related activities to occur at times and levels which do not generate adverse effects on inhabitants in the surrounding area or wider environment.
3. Adopt noise controls to minimise adverse noise effects on inhabitants in the surrounding area.
4. Allow for the operation of activities associated with aviation, including aircraft, including recreational aviation, operations and associated equipment, maintenance and repair, manufacture and assembly.
5. Avoid adverse effects on the surrounding road network by requiring airfields to provide sufficient car parking on-site to meet the needs of activities provided.
6. Require airfield activities to be screened, or buildings or car parking areas located and designed, so that amenity values of neighbouring sites are not diminished by effects such as, glare from vehicle lights, noise from machinery or vehicles, or the visual appearance of buildings.

### 3.2.8.2 Cemetery zone

#### Zone description

The cemetery zone applies to all cemeteries across Auckland.

Some rules only apply to cemeteries greater than 20ha to recognise the unique roles that large scale cemeteries play. This recognises and enables the ongoing operation, maintenance and development of cemeteries appropriate to their scale.

The purpose of this zone is to appropriately manage cemeteries in Auckland. The zone allows for cemeteries and related activities and development. Its provisions seek to mitigate impacts on the environment and recognise that the open spacious appearance, landscaping and quiet environment of cemeteries can contribute to the amenity of the open space and the surrounding area.

#### Objectives

1. Cemeteries appropriately located and managed as part of the public open space network throughout Auckland.
2. New cemeteries or extensions to existing cemeteries are developed to meet regional and local community needs.

#### Policies

1. Enable an incorporated concept plan to be created and incorporated for all large-scale operational cemeteries.
2. Apply the Cemeteries zone to new cemeteries by means of a plan change and associated concept planning process.
3. Require new cemeteries to be located in a manner that effectively service Auckland and its local communities by being:
  - a. easily accessible
  - b. integrated with existing community and transport infrastructure
  - c. appropriate to surrounding existing and future activities.
4. Require new cemeteries to be designed, operated and maintained according to their incorporated concept plan. Concept plans should address:
  - a. protection and improvement of existing watercourses
  - b. responses to natural topography and geotechnical stability
  - c. maintenance of existing vegetation and ecologically sensitive areas
  - d. protection and respect for historic heritage and cultural places
  - e. habitats for flora and fauna
  - f. design principles of crime prevention through environmental design (CPTED)
  - g. sanctuary and places for quiet reflection
  - h. integration with existing urban infrastructure such as roads, cycling and park networks
  - i. how walking and cycling pedestrian networks within the cemetery connect into surrounding infrastructure.
5. Ancillary activities and buildings are proportionate to the scale and location of the cemetery.

### 3.2.8.3 Healthcare Facility zone

#### **Zone description**

This zone applies to Auckland's hospitals and supporting healthcare facilities. These are generally large, land-extensive facilities with a range of activities related to their primary function. The sites generally consist of extensive and highly visible buildings, substantial car parking areas and significant areas of private open space.

The intention of this zone is to enable a range of healthcare related and supporting activities to cater for the diverse requirements of the users, employees and visitors to the hospitals and healthcare facilities.

#### **Objectives**

1. A comprehensive range of health and related accessory activities and associated buildings, structures and infrastructure are provided for.
2. Compatible activities, adaptable use and multi-use of buildings, land and infrastructure are located to support the requirements of hospitals and healthcare facilities.
3. Any adverse affects of hospitals and healthcare facilities and their associated activities on adjacent areas are mitigated.

#### **Policies**

1. Provide for a wide range of activities in the zone, including those relating to health, education, recreation, community facilities, research and accommodation.
2. Limit the scale of accessory activities so they do not undermine the role of nearby town centres or result in adverse traffic effects, but still meet the requirements of those who work, live or use services and activities in the zone.
3. Enable detailed site-specific planning to reflect how major hospital and healthcare facility sites will be used and developed.
4. Internalise supporting activities and services, such as air conditioning, machinery and intrusive outdoor activities, outdoor lighting and helicopter landing pads, to minimise the impact on the amenity values of the surrounding area.
5. Use graduated building heights and locate and design higher buildings away from the zone boundary so they do not cause significant overshadowing, adverse wind effects, visual dominance or loss of visual privacy for neighbouring properties.
6. Require new buildings to be designed in a manner that respects existing heritage buildings on the site (where this is applicable), provides a high standard of amenity, and enables adaptation and changes in use over time.
7. Require new buildings that adjoin streets and public open spaces to be designed in a manner that enhances the quality and safety of the adjacent public realm.

### 3.2.8.4 Major Recreation Facility zone

#### Zone description

This zone applies to Auckland's major recreation facilities which includes:

- sports stadia
- indoor sports arenas
- showgrounds
- racecourses
- motor racing tracks
- Auckland zoo
- MOTAT

These are large, land-extensive facilities with a range of activities related to their primary function. The sites consist of extensive and highly visible buildings, substantial car parking areas and may include significant areas of private open space.

The Major Recreation Facility zone applies to Auckland's major sport and recreation facilities, including major sport stadia, the Auckland Zoo and MOTAT. Major recreation facilities located in the city centre are not subject to the provisions of this zone. The zone provides for a wide range of activities and enables flexibility and diverse income opportunities for owners of the facilities. Controls seek to mitigate adverse effects that activities within the zone may have on the community, while managing reverse sensitivity issues that could compromise the potential success of facilities.

#### Objectives

1. The regional and national importance of major recreation facilities is recognised.
2. Major recreation facilities are enabled to operate and be used in a safe, effective and efficient manner while managing significant adverse effects.
3. The appropriate redevelopment, expansion and intensification of major recreation facilities is provided for.

#### Policies

1. Enable the redevelopment, expansion and intensification of existing major recreation facilities where the facilities:
  - a. will not have significant adverse effects on the:
    - i. amenity values of the surrounding area
    - ii. safe and efficient operation of lawfully established activities in the surrounding area
    - iii. safe and efficient operation of the transport network
    - iv. existing infrastructure and/or infrastructure capacity and the provision of services
  - b. will be able to operate in an efficient and safe manner
  - f. are of a good standard of design and appearance.
2. Provide for the establishment of new major recreation facilities by means of a plan change and associated concept planning process.
3. Require new major recreation facilities to:
  - a. establish on sites that can appropriately accommodate the operational requirements of the facility
  - b. establish on sites that can appropriately accommodate the bulk and scale of the development
  - c. be accessible to major public transport services and for major transport corridors
  - d. not have significant adverse effects on the amenity values of the surrounding area
  - e. not have significant adverse effects on the safe and efficient operation of lawfully established activities in the surrounding area
  - f. not have significant adverse effects on the safe and efficient operation of the transport network

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g. not have significant adverse effects on existing infrastructure and/or infrastructure capacity and the provision of services

h. be of a good standard of design and appearance.

4. Protect existing and consented major recreation facilities from the establishment and effects of incompatible land uses.

5. Recognise the positive social, economic and cultural, effects of major recreation facilities.

6. Locate and design major recreation facilities to facilitate walking, cycling and the use of public transport by people visiting the facility.

7. Enable the establishment of a range of supporting activities and services onsite to support the primary purpose of a major recreation facility.

8. Provide for the long term planning and on-going development of major recreation facilities.

9. Encourage flexibility within major recreation facilities to provide for changes in recreation and leisure trends.

### 3.2.8.5 Māori Purpose zone

#### **Zone description**

The intention of the Maori Purpose zone is to provide for the social and cultural needs of Mana Whenua and Mataawaka and to promote the establishment of papakāinga. The zone provisions acknowledge that supporting economic development is required to ensure the long-term sustainability and vitality of Māori communities.

Site-specific provisions are provided for in precincts which allow more detailed planning to be undertaken and give greater certainty with respect to environmental outcomes. As a result, precincts can cater for site-specific development demands, which may not be provided for in the underlying Maori Purpose zone.

Tāmaki Makaurau by virtue of its climate, fertile soils, resource rich coastal environments and strategically important landscape features provided ideal conditions for Māori settlement. As the name Tāmaki Makaurau was considered an area desired by many because of its unique features that included an abundance of fresh water springs. It was a gathering point for many tribal venturers and traders.

The Māori Purpose zone recognises the continued occupation by Māori of the Auckland area going back over 1200 years and the holistic nature of traditional Māori village settlement by providing for a wide range of activities and allowing sufficient flexibility for development to reflect unique Mana Whenua and Mataawaka identities and values.

The term 'papakāinga' refers to an area of land occupied by a whānau group. It has traditional links through whakapapa to a common ancestor and often goes back hundreds of years to the arrival of their ancestral waka. Traditional papakāinga are therefore a spiritual home for the iwi, hapū and whānau with ancestral links to that area.

The Māori Purpose zone acknowledges the importance of Marae and papakāinga as focal points for wider community development and accordingly provides for a range of social and cultural activities. Supporting economic use is vital for the long-term sustainability of these zones and the well-being of the communities they support. Underpinning any future development is the need to incorporate mātauranga and tikanga Māori into the design of the built environment and open space.

Many Māori in Auckland whakapapa to tribal areas outside of Tāmaki Makaurau. Marae and papakāinga style development have been identified as critical to maintaining or re-establishing connections to their traditions, culture and whānau. The Māori Purpose zone can provide a degree of certainty for cultural institutions and papakāinga style development to be established on general land.

#### **Objectives**

1. The unique social and cultural needs of Auckland's Māori communities are met in both rural and urban settings.
2. The quality of the local environment, including the amenity values of adjoining properties, the natural environment and local landscape values, is protected.
3. Areas are sustainably developed and used in accordance with tikanga Māori.
4. Opportunities to establish supporting economic activities of an appropriate scale are provided.
5. Quality living environments for whānau, hapū and all other future residential occupants are provided.

#### **Policies**

1. Provide certainty for Māori to establish cultural institutions in both urban and rural areas, through the provision of special zoning.



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2. Provide for a range of activities that will enable Mana Whenua and Mataawaka to occupy and utilise land in accordance with mātauranga and tikanga.
3. Enable the integration of mātauranga and tikanga in design and layout of development within a Māori Purpose zone.
4. Mitigate any adverse effects on adjoining properties associated with residential, social and cultural activities within Māori Purpose zone in relation to:
  - a. access to sunlight and daylight
  - b. privacy
  - c. the acoustic environment
  - d. traffic and car parking.
5. Apply, where appropriate, precincts to provide for:
  - a. site specific development requirements
  - b. surrounding environmental conditions and constraints
  - c. the unique relationships Mana Whenua have with the whenua (land)
  - d. comprehensive development proposals.
6. Provide for alternative approaches to infrastructure provision in rural or coastal areas in situations where the development of a site is constrained by the availability of reticulated infrastructure.
7. Provide for non residential activities by assessing the ability :
  - a. of the site to sustain the development, based on an assessment of the environmental constraints specific to the site
  - b. of the site to be sustainably serviced, utilising reticulated or alternative forms of infrastructure
  - c. of the activity to avoid, remedy and mitigate any adverse effects on adjoining properties.
8. Provide for a wide range of housing types and densities including papakāinga to create enduring and quality neighbourhoods.
9. Ensure that the design of medium intensity residential development (five or more dwellings):
  - a. positively addresses the public realm
  - b. includes innovative design solutions where necessary
  - c. maintains the character and amenity of surrounding sites
  - d. incorporates mātauranga and tikanga into the design.

### 3.2.8.6 Quarry zone

#### **Zone description**

Mineral resources are important to Auckland economy and development. This zone provides for regionally significant mineral extraction sites to ensure that mineral extraction can continue in a manner that minimises adverse effects. These provisions seek to ensure that the demand for minerals can be met, where possible, from supply sources within Auckland.

#### **Objectives**

1. The efficient extraction of regionally significant mineral resource and ancillary activities to support extraction can occur.
2. The adverse effects associated with mineral extraction are minimised.

#### **Policies**

1. Apply a Quarry zone to regionally significant mineral resources and extraction sites that provide for mineral extraction.
2. Enable compatible land uses within or next to the zone, including mineral recycling activities.
3. Mitigate significant adverse effects on outstanding natural landscapes through strategic planning of development, staging of development and rehabilitation of mineral extraction areas.
4. Require noise-sensitive activities to be located and/or designed to mitigate any reverse sensitivity noise effects on regionally significant mineral extraction sites.
5. Limit the level of noise and vibration from new mineral extraction activities to protect existing adjacent noise-sensitive activities from unreasonable or unnecessary levels of noise and vibration.

### 3.2.8.7 Retirement Village zone

#### Zone description

This zone seeks to enable the development of retirement villages. The controls and assessment criteria seek to achieve the best quality design outcomes with a focus on the interfaces with adjoining sites. The definition of retirement villages includes accessory activities such as administration offices and medical services.

The Retirement Village zone is designed to provide for intensive housing and care choices for older people and those requiring care/assisted living. The purpose of the zone is to enable the development of new purpose-built retirement villages within the urban area and re-development of existing retirement villages. The zone is intended to apply to sites with a minimum site area of 2000m<sup>2</sup>, up to 3-4 ha, and can be applied to existing sites or by plan change to new urban areas and large sites being re-developed for retirement villages.

Note: this zone may be converted to a precinct after March 2013.

#### Objectives

1. Comprehensive development of intensive, well-designed retirement villages, which integrate with the existing amenities and infrastructure of their area, are encouraged within the RUB.
2. A range of accommodation and care options, healthcare facilities, recreation facilities and ancillary activities are provided within retirement villages.
3. Efficient use of the land, building resource and infrastructure is maximised for retirement developments to provide quality of life for residents.

#### Policies

1. Enable the development and re-development of retirement villages to respond to changes in demand for a variety of accommodation.
2. Provide for concept plans to replace base Retirement Village zone provisions, and enable specific development controls to be introduced to reflect site-specific attributes and staging of future development.
3. Allow a range of ancillary activities to support residents and staff provided any effects from the activities can be accommodated within the site.
4. Provide a default residential zone for prospective retirement village sites, so alternative use and development can occur if the retirement village does not proceed.
5. Encourage the design of buildings and facilities to compliment and respond to the character of the surrounding neighbourhood.
6. Manage the location of noise-generating plant and equipment and activities to provide for on-site amenity and avoid effects on adjoining residential land.
7. Use graduated building heights, and design and locate higher buildings away from the zone boundary when it adjoins open space and residential zoned land so they do not cause significant overshadowing, adverse wind effects, visual dominance or loss of visual privacy for neighbouring properties. Building height may increase when the zone adjoins the terraces or apartment buildings.
8. Encourage the use of landscaping and design to:
  - a. complement to the site and neighbourhood
  - b. capitalise on views from the site, whilst also considering privacy
  - c. provide sunlight access to each occupant's room, communal living areas and outdoor space.

