

## **F5. Coastal – Minor Port Zone**

### **F5.1. 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 Coastal – 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 Coastal – 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 Coastal – Minor Port Zone provides for the integrated and efficient operation and development of the Port of Onehunga by incorporating both the land and coastal marine area and providing for the operation, development, and expansion of marine and port activities, and marine and port facilities at this facility.

The Port of Onehunga is managed by Ports of Auckland Limited and is identified in the Auckland Plan as part of critical infrastructure and plays an important role in the regional economy. It provides for general port operations (including for cargo handling and general wharf operations), fishing fleet operations, and marine services (such as towage, pilotage, and line handling), storage and warehousing. These activities are supported by a range of services including, logistics, port infrastructure, and port security.

The Port of Onehunga is an important base for the Auckland west –coast-based fishing industry, because there is currently no alternative location north of Taranaki for the west-coast-based fishing fleet.

The Port of Onehunga contains the only all-tide access that could serve communities around the Manukau Harbour. Over time the port may transition to a mixed-use marine industrial, water borne transportation, recreation, community, business, emergency services and visitor complex. Transitional uses do not preclude this long-term vision.

Gabador Place on the Tāmaki River is used for handling and transferring bulk liquids, including hazardous substances, and the movement of sand and shingle. 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 the potential adverse effects on the high natural character values of the nearby significant ecological area.

The Chelsea Sugar Refinery has a deep-water wharf supporting its refinery operations.

The zone applies to the coastal marine area at the Port of Onehunga, Gabador Place, Chelsea Sugar Refinery and the LPG terminal in the Papakura Channel within the coastal marine area only. The landward component of Port of Onehunga is also zoned the Coastal – Minor Port Zone to provide for the activities there.

**F5.2. Objectives [rcp/dp]**

- (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; and
  - (d) Chelsea Sugar Refinery wharf;in a manner which:
  - (i) minimises the exposure of people and the natural environment to risks arising from hazardous activities and hazardous substances; and
  - (ii) avoids, remedies or mitigates significant adverse effects from these facilities on the surrounding environment.
- (2) Existing water transport facilities for freight and business are protected from inappropriate subdivision, use 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 coastal marine area is maintained and where practicable enhanced, provided this does not adversely affect the efficient and safe operation of marine and port activities and marine and port facilities.
- (4) Structures and the water space of the coastal marine area in and adjacent to water transport facilities for freight and business are used efficiently.
- (5) Potential adverse effects of Coastal – Minor Port Zone activities on neighbouring areas are avoided, remedied or mitigated.
- (6) Activities on land that are not light industrial in nature and which do not require proximity to the harbour and marine and port facilities are directed to other areas of Auckland.

**F5.3. Policies [rcp/dp]**

- (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 Coastal – Minor Port Zone or their connections with other transport modes.

- (2) Restrict public access to the coastal marine area only where necessary to protect human health, safety or security or the efficient and safe operation of activities, 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 environment.
- (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 road network.
- (5) Design and locate buildings and other significant structures to avoid, remedy or mitigate significant adverse effects on landscape values and visual amenity, and to contribute positively to the visual quality of the area while having regard to the function and context of those buildings and structures.
- (6) Require port operators to take all practicable steps to avoid contamination of coastal waters, substrate, ecosystems and habitats that is more than minor.
- (7) Require the provision of adequate and convenient facilities for:
  - (a) the collection of rubbish from vessels;
  - (b) sewage from vessels; and
  - (c) the containment and disposal of residues from vessel maintenance.
- (8) Require structures in the coastal marine area used for handling hazardous substances to be maintained at all times to a standard that minimises potential risks to people and the environment.
- (9) Require the off-loading or transfer of hazardous substances on structures in the coastal marine area to be done at all times in a manner that minimises potential risks to people and the environment.
- (10) Restrict any further development or expansion of the LPG Terminal in the Papakura Channel beyond the Coastal – Minor Port Zone.
- (11) Avoid office and residential activities, except where they are ancillary to marine and port activities.
- (12) Avoid retail land use activities, except for convenience-type retail servicing the local worker population.
- (13) Enable use and development that is not related to marine and port activities only where:
  - (a) the use and development:

- (i) has a functional need to locate in or adjacent to the coastal marine area;
  - (ii) is accessory to a structure or activity which has a functional need to locate in or adjacent to the coastal marine area; and
  - (iii) 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;
- (b) the use or development will, where appropriate, enhance amenity values and public use and enjoyment of the coastal marine area;
  - (c) the use or development will, where appropriate, retain and reflect character features, structures and elements that demonstrate the historic heritage and maritime history of the working waterfront;
  - (d) the use or development will not result in either increased pressure for the expansion of the existing port outside the Coastal – Minor Port Zone, or the establishment of a completely new port outside those areas;
  - (e) any landward development associated with the use or development can be accommodated; and
  - (f) adverse effects on the environment can be avoided, remedied, or mitigated.
- (14) Require proposals for further reclamation to demonstrate that: there is no practical alternative; the reclamation will provide significant regional benefit; that reclamation is the most appropriate form of development; and, that the potential adverse effects can be avoided, remedied or mitigated.
- (15) Enable dredging within the Coastal – Minor Port Zone that is necessary to provide for the safe and efficient navigation, manoeuvring and berthing of vessels, while avoiding, remedying or mitigating any adverse effects.
- (16) Require the design of new buildings and coastal marine area structures to take into account the functional and operational needs of the marine and port activities in the Coastal – Minor Port Zone.
- (17) Provide for minor reclamation for the purpose of maintaining, repairing or upgrading a reclamation, as well as for reclamation that is carried out as part of rehabilitation or remedial works of an existing reclamation or coastal marine area structure, while avoiding, remedying or mitigating any adverse effects on the environment.

#### **F5.4. Activity table**

Table F5.4.1 Activity table below specifies the activity status of works in the coastal marine area pursuant to section 12(1) of the Resource Management Act 1991 and the activity status of the use of the land pursuant to sections 9(3) of the Resource Management Act 1991.

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The activities, standards and assessment criteria in the Coastal – General Coastal Marine Zone apply to the coastal marine area in the Coastal – Minor Port Zone unless otherwise specified in the following provisions.

The activities, standards and assessment criteria in the Business – Light Industry Zone apply to the land in the Coastal – Minor Port Zone unless otherwise specified in the following provisions.

The standards in the Auckland-wide rules apply in the Coastal – Minor Port Zone, except for the following rules which do not apply:

- (1) Standards for lighting in section E24 Lighting; and
- (2) The following standards in E25 Noise and vibration.
  - (a) Standards E25.6.2 - E25.6.13;
  - (b) Standards E25.6.23 - E25.6.26;
  - (c) Standards E25.6.27 - E25.6.29; and,
  - (d) Standards E25.6.31; E25.6.32 and E25.6.33.

**Table F5.4.1 Activity table**

Activity		Activity status	
		Coastal marine area [rcp]	Land [dp]
(A1)	Reclamation not otherwise provided for	D	NA
(A2)	Minor reclamation for the purpose of maintaining, repairing or upgrading a reclamation	RD	NA
(A3)	Declamation	RD	NA
(A4)	Maintenance dredging	C	NA
(A5)	Capital works dredging	RD	NA
(A6)	Reclamation or drainage carried as out as part of rehabilitation and remedial works	RD	NA
(A7)	Maintenance and repair of a reclamation	P	P

Table F5.4.2 Activity table below specifies the activity status of use and activities on land and in the coastal marine area pursuant to section 9(3) and section 12(3) of the Resource Management Act 1991 and the associated occupation of the common marine area pursuant to section 12(2) of the Resource Management Act 1991.

The activities, standards and assessment criteria in the Coastal – General Coastal Marine Zone apply to the coastal marine area in the Coastal – Minor Port Zone unless otherwise specified in the following provisions.

The activities, standards and assessment criteria in the Business – Light Industry Zone apply to the land in the Coastal – Minor Port Zone unless otherwise specified in the following provisions.

The standards in the Auckland-wide rules apply in the Coastal – Minor Port Zone, except for the following rules which do not apply:

- (1) Standards for lighting in section E24 Lighting; and
- (2) The following standards in E25 Noise and vibration.
  - (e) Standards E25.6.2 - E25.6.13;
  - (f) Standards E25.6.23 - E25.6.26;
  - (g) Standards E25.6.27 - E25.6.29; and,
  - (h) Standards E25.6.31; E25.6.32 and E25.6.33.

Those activities marked with <sup>1</sup> have the listed activity status only when that activity is located on a coastal marine area structure (e.g. a new building on an existing wharf). If that activity is located directly in the coastal marine area (e.g. a new wharf) a different activity status will apply.

**Table F5.4.2 Activity table**

Activity		Activity status	
		Coastal marine area [rcp]	Land [dp]
(A8)	Marine and port activities, including the landing and taking off of helicopters associated with the loading and unloading of cargo	P	P
(A9)	Workers' accommodation	P	P
(A10)	Aquaculture activities (including any activities under sections 12(1), 12(2),12(3) and 15 of the Resource Management Act 1991)	Pr	NA
(A11)	Industrial activities accessory to marine and port activities	P	P
(A12)	Industrial activities within the Port of Onehunga	NC	P
(A13)	Public amenities	P	P
(A14)	Food and beverage up to 100m <sup>2</sup> gross floor area	NC	RD
(A15)	Offices with gross floor area not exceeding 100m <sup>2</sup> accessory to marine and port activities	P	P
(A16)	Offices accessory to marine and port activities exceeding 100m <sup>2</sup> gross floor area	RD	RD
(A17)	Offices not accessory to marine and port activities	D	D
(A18)	Maritime passenger operations	P	P
(A19)	Marine retail where the goods sold are manufactured	NC	RD

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	on site		
(A20)	Clubrooms for marine-related clubs	NC	NC
(A21)	Artificial lighting <sup>1</sup>	P	P
(A22)	Car parking accessory to permitted activities <sup>1</sup>	P	P
(A23)	Residential, commerce, community and industry activities not otherwise provided for	NC	NC
(A24)	Helicopter facilities (including the landing and taking off of helicopters and associated fuelling and service facilities) not otherwise provided for	D	D
(A25)	Mangrove and mangrove seedling removal	P	NA

Table F5.4.3 Activity table below specifies the activity status of structures in the coastal marine area pursuant to sections 12(1) of the Resource Management Act 1991; the occupation of the common marine and coastal area pursuant to section 12(2) of the Resource Management Act 1991); and their use pursuant to section 12(3) of the Resource Management Act 1991

The activities, standards and assessment criteria in the Coastal – General Coastal Marine Zone apply to the coastal marine area in the Coastal – Minor Port Zone unless otherwise specified in the following provisions.

The activities, standards and assessment criteria in the Business – Light Industry Zone apply to the land in the Coastal – Minor Port Zone unless otherwise specified in the following provisions.

The standards in the Auckland-wide rules apply in the Coastal – Minor Port Zone, except for :

- (1) Standards for lighting in section E24 Lighting; and
- (2) The following standards in E25 Noise and vibration.
  - (a) Standards E25.6.2 - E25.6.13;
  - (b) Standards E25.6.23 - E25.6.26;
  - (c) Standards E25.6.27 - E25.6.29; and,
  - (d) Standards E253.6.31; E25.6.32 and E25.6.33.

Those activities marked with <sup>1</sup> have the listed activity status only when that activity is located on a coastal marine area structure (e.g. a new building on an existing wharf). If that activity is located directly in the coastal marine area (e.g. a new wharf) a different activity status will apply.

**Table F5.4.3 Activity table**

Activity		Activity Status	
		Coastal marine area [rcp]	Land [dp]
(A26)	Maintenance, repair or reconstruction of existing lawful structures or buildings	P	P
(A27)	Extension or alteration of existing lawful structures or buildings	RD	RD
(A28)	New buildings used for marine and port activities and external alterations or additions to structures or buildings <sup>1</sup>	P	P
(A29)	Marine and port facilities excluding wharves, landings and drydocks	P	P
(A30)	Wharves, landings and drydocks	RD	RD
(A31)	Marine and port ancillary structures and services excluding new pile moorings	P	P
(A32)	Artificial lighting support structures, fittings, cables and pipes	P	P
(A33)	Demolition of buildings or structures	P	P
(A34)	Maritime passenger facilities	P	P
(A35)	Wave attenuation devices or hard protection structure	RD	RD
(A36)	Coastal marine area structures or buildings not otherwise provided for	D	NA
(A37)	Observation areas, viewing platforms and boardwalks	P	P
(A38)	Pile moorings existing at the date of plan notification including occupation and use by the vessel to be moored	P	NA
(A39)	New pile moorings established after the date of plan notification including occupation and use by the vessel to be moored	RD	NA
(A40)	Maimai	NC	NC
(A41)	Structures or buildings not otherwise provided for	D	D

**F5.5. Notification**

- (1) Any application for resource consent for an activity listed in tables F5.4.1, F5.4.2 and F5.4.3 above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).



## F5.6. Standards

### F5.6.1. All activities

All activities listed in tables F5.4.1, F5.4.2 and F5.4.3 must comply with the following standards.

- (1) The standards in the Coastal – General Coastal Marine Zone apply to the coastal marine area in the Coastal – Minor Port Zone unless otherwise specified in the following provisions.
- (2) The standards in the Business – Light Industry Zone apply to the land in the Coastal – Minor Port Zone unless otherwise specified in the following provisions.
- (3) Structures and buildings in the coastal marine area and on land must also comply with the standards in F5.6.1.1 Building Height, F5.6.1.2 Maximum impervious area and F5.6.1.3 Yards.

#### F5.6.1.1. Building height

- (1) Buildings must not exceed the maximum building height specified for the zone in Table F5.6.1.1.1 Maximum height below.
- (2) Up to an additional 10m in height will be considered as a restricted discretionary activity at the Port of Onehunga and Gabador Place.
- (3) Buildings exceeding the additional height provided under F5.6.1.1(2) is a discretionary activity.

**Table F5.6.1.1.1 Maximum Height**

Location	On land	Within the coastal marine area
Onehunga Port	20m	18m above mean sea level
Gabador Place	20m	8m above mean sea level
Chelsea Sugar Refinery	Refer to the relevant business zone	10m above mean sea level
LPG Terminal	Refer to the relevant business zone	10m above mean sea level

#### F5.6.1.2. Maximum impervious area

- (1) Maximum impervious area on land must not exceed 80 per cent of site area.

#### F5.6.1.3. Yards

- (1) A front yard with a minimum depth of 2m is required.
- (2) Yards are not required for internal roads or service lanes.

(3) A rear or side yard with a minimum depth of 5m is required where a rear or side boundary adjoins a residential or open space zoned site or a reserve vested with the Council.

(4) A coastal protection yard with a minimum depth of 15 m is required.

**F5.6.2. Workers' accommodation**

(1) No more than one dwelling for the accommodation of workers associated with a marine or port activity at each of Gabador Place and Port of Onehunga.

**F5.6.3. Works within the coastal marine area**

(1) The standards in the Coastal – General Coastal Marine Zone apply to a building or structure in the coastal marine area unless otherwise specified.

**F5.6.4. Noise on land and within the coastal marine area**

(1) The maximum noise level arising from any activity within the Coastal – Minor Port Zone at Onehunga Wharf and Gabador Place when measured at or within the boundary of any adjoining site must not exceed:

(a) 7am-11pm 70dB  $L_{Aeq}$ ;

(b) 11pm-7am 60dB  $L_{Aeq}$ ; and

(c) 85dB  $L_{AFmax}$ .

(2) The noise limits above do not apply to:

(a) the operational requirements of vessels (including cargo vessels, tugs, passenger liners, naval vessels and commercial fishing vessels) including noise arising on wharves and adjacent land from the loading and unloading of vessels and transport of cargo; and

(b) temporary activities in E40 Temporary activities.

**F5.6.5. Lighting**

(1) Lighting must not exceed a maximum artificial lighting illuminance of 150 lux, measured at any point on the site containing the light source, in a horizontal or vertical plane at ground level. Except that illumination associated with vehicles, mobile plant, and quay cranes is exempt from this standard.

**F5.6.6. Occupation of the common marine and coastal area**

(1) Any occupation of the common marine and coastal area where the Port of Auckland Limited has been granted an occupation consent will require the written approval of Ports of Auckland Limited or the written approval of any party to whom Ports of Auckland Limited has transferred the water space management.

## **F5.7. Assessment – controlled activities**

### **F5.7.1. Matters of control**

The Council will reserve its control to all the following matters when assessing a controlled activity resource consent application:

- (1) for maintenance dredging:
  - (a) the effects on water quality;
  - (b) the effects on harbour traffic, navigation and safety;
  - (c) monitoring; and
  - (d) duration of the consent.

### **F5.7.2. Assessment criteria**

The Council will consider the relevant assessment criteria for controlled activities from the list below:

- (1) for maintenance dredging:
  - (a) the effects on water quality:
    - (i) whether methods have been implemented to avoid, remedy or mitigate the release of contaminated sediment.
  - (b) The effects on harbour traffic, navigation and safety:
    - (i) whether methods have been implemented to avoid, remedy or mitigate effects on harbour traffic, navigation and safety.
  - (c) monitoring:
    - (i) whether monitoring, including periodic monitoring of sediment quality, is required in order to demonstrate the extent and type of effects of the dredging on water and sediment quality and the degree to which the effects are remedied or mitigated during the activity.
  - (d) duration of the consent:
    - (i) whether a consent period of less than 35 years is required.

## **F5.8. Assessment – restricted discretionary activities**

### **F5.8.1. Matters of discretion**

The Council will restrict its discretion to all of the following matters and the relevant matters in the Coastal – General Coastal Marine Zone when assessing a restricted discretionary resource consent application.

- (1) for food and beverage up to a maximum of 100m<sup>2</sup> gross floor area and marine retail where the goods sold are manufactured on site:
  - (a) the hours of operation;

- (b) the effects on public access, navigation and safety;
  - (c) the effects on existing uses and activities;
  - (d) the effects on traffic and parking; and
  - (e) the consent duration and monitoring.
- (2) for offices accessory to marine and port activities greater than 100m<sup>2</sup>:
- (a) construction or works methods, timing and hours of operation;
  - (b) location, extent, design and materials;
  - (c) effects on coastal processes, ecological values, water quality and natural character;
  - (d) effects on public access, navigation and safety;
  - (e) effects on existing uses and activities;
  - (f) effects on Mana Whenua values; and
  - (g) consent duration and monitoring.
- (3) for declamation:
- (a) effects on the marine environment, hydrogeology and coastal processes;
  - (b) effects associated with the method of construction, timing and hours of works;
  - (c) location, extent, design and materials used;
  - (d) effects on public access, navigation and safety;
  - (e) effects on existing uses and activities; and
  - (f) consent duration.
- (4) for maintenance dredging and capital works dredging:
- (a) effects on coastal processes, ecological values, and water quality;
  - (b) effects on other users of the coastal marine area, navigation and safety; and
  - (c) consent duration and monitoring.
- (5) for the extension or alteration of existing structures or buildings:
- (a) effects associated with the method of construction, including coastal processes;
  - (b) effects on public access;

- (c) effects on navigation and safety;
  - (d) effects on visual amenity; and
  - (e) consent duration and monitoring.
- (6) for wharves, landings and drydocks:
- (a) efficient and safe operation of the port and its capacity for shipping;
  - (b) location and design of the wharf, landing or drydock;
  - (c) effects on navigation and safety;
  - (d) effects on wave hydraulics;
  - (e) construction or works methods, timing and hours of operation; and
  - (f) construction duration.
- (7) for wave attenuation devices and hard protection structures:
- (a) location and design of the wave attenuation device or hard protection structure;
  - (b) effects on navigation and safety;
  - (c) effects on wave hydraulics;
  - (d) construction or works methods, timing and hours of operation; and
  - (e) consent duration and monitoring.
- (8) for new pile moorings established after the date of plan notification including occupation and use by the vessel to be moored:
- (a) effects on public access;
  - (b) effects on visual amenity; and
  - (c) consent duration.
- (9) for the occupation of the common marine and coastal area:
- (a) effects on the safe and efficient use, operation and development of the Port of Onehunga.
- (10) for minor reclamation for the purpose of maintaining, repairing or upgrading a reclamation, or reclamation or drainage carried out as part of rehabilitation or remedial works:
- (a) the form and design of the reclamation;
  - (b) contaminated material;

- (c) the safe and efficient operation of marine and port activities;
- (d) identified landscapes or sites and places of significance to Mana Whenua;  
and
- (e) construction or works methods, timing and hours of operation

#### **F5.8.2. Assessment criteria**

The Council will consider the relevant assessment criteria for restricted discretionary activities from the list below and the relevant assessment criteria in the Coastal – General Coastal Marine Zone:

- (1) the effects on traffic and parking:
  - (a) refer to any relevant assessment criteria in E27.8.2 Transport;
  - (b) whether the proposal, including any additional vehicle movements, should adversely affects the safe and efficient operation of the internal or adjacent road network, including the operation of public transport and the movement of pedestrians, cyclists and general traffic; and
  - (c) whether parking is adequate for the site and the proposal.
- (2) for food and beverage up to a maximum of 100m<sup>2</sup> gross floor area and marine retail where the goods sold are manufactured on site:
  - (a) whether measures have been taken to address reverse sensitivity effects on the surrounding Coastal – Minor Port Zone;
  - (b) whether the activity is complementary to, and does not limit the primary use of the site for marine and port activities;
  - (c) whether measures have been taken to enhance public access to the coastal marine area and the activity does not conflict with the requirements of marine and port activities;
  - (d) whether the design reflects the high visibility and coastal nature of the site;  
and
  - (e) whether the activity avoids, remedies or mitigates adverse effects on the amenity of the locality arising from use of the facility, including by noise control and hours of operation.
- (3) for offices accessory to marine and port activities greater than 100m<sup>2</sup>:
  - (a) whether measures have been taken to avoid, remedy or mitigate adverse construction effects, including those related to coastal processes;
  - (b) the extent to which public access is required to be restricted where it is necessary to protect human health and/or for safety, security, biosecurity, customs and operational reasons, or other exceptional circumstances sufficient to justify the restriction;

- (c) the extent to which proposals for offices demonstrate that there will be no more than minor adverse effects on navigation and safety in the coastal marine area;
  - (d) whether any extensions or alterations to existing structures or buildings can demonstrate that there will be no more than minor adverse effects on the natural character, landscape and visual amenity of the area taking into account the following:
    - (i) the visual dominance of the structure or building in terms of views from adjoining areas including the coastal marine area;
    - (ii) the interface and amenity of adjacent zones, particularly residential zoned sites;
    - (iii) the scale, and location of the proposed structure or building in relation to any nearby structures and buildings; and
    - (iv) the type, including colour, of exterior materials used for construction.
  - (e) consent duration and monitoring:
    - (i) whether the duration of the consent facilitates the functional and operational needs of the activity; and
    - (ii) whether monitoring is required to demonstrate the extent and type of environmental effects of the activity, and the degree to which the effects are remedied or mitigated during and after the construction; and
  - (f) whether proposals can demonstrate that there are adequate provisions for parking and vehicle access that will not unduly interfere with the functional or operation requirements of minor port.
- (4) for declamation:
- (a) whether the adverse effects of declamation are avoided, remedied or mitigated in respect of the effects of the final land/water configuration on:
    - (i) the marine environment (including coastal processes, water quality, sediment quality and ecology) of the coastal marine area; and
    - (ii) hydrogeology (ground water).
  - (b) whether declamation works, including the construction of seawalls, avoid, remedy or mitigate the adverse effects of construction, particularly through the management of silt, contaminated soils and groundwater, and other contaminants;
  - (c) whether declamation is located and designed so that the adjacent land area can provide adequate public open space adjacent to, and public access around along the water edge; and

- (d) consent duration and monitoring:
  - (i) whether consent duration should be limited to the minimum duration reasonably necessary for the functional or operational needs of the activity; and
  - (ii) whether monitoring is required in order to demonstrate the extent and type of effects of the dredging, and the degree to which the effects are remedied or mitigated during and after the activity.
- (5) for the extension or alteration of existing structures or buildings:
  - (a) whether measures have been taken to avoid, remedy or mitigate adverse construction effects, including those related to coastal processes;
  - (b) the extent to which public access is required to be restricted where it is necessary to protect human health and/or for safety, security, biosecurity, customs and operational reasons, or other exceptional circumstances sufficient to justify the restriction;
  - (c) whether proposals for extensions or alterations to existing structures or buildings can demonstrate that there will be no more than minor adverse effects on navigation and safety in the coastal marine area;
  - (d) whether extensions or alterations to existing structures or buildings can demonstrate that there will be no more than minor adverse effects on the natural character, landscape and visual amenity of the area taking into account the functional and operational requirements of the marine and port activities in the Coastal – Minor Port Zone;
- (e) consent duration:
  - (i) whether consent duration should be limited to the minimum duration reasonably necessary for the functional or operational needs of the activity; and
  - (f) whether, where located within the coastal marine area, monitoring is required to demonstrate the extent and type of environmental effects of the activity, and the degree to which the effects are remedied or mitigated during and after the construction.
- (6) for wharves, landings and drydocks:
  - (a) whether the location and design of the structures provides for the efficient and safe operation of the port and the development of its capacity for shipping;
  - (b) whether the location and design of the structure avoids, remedies or mitigates the adverse effects on marine-related industries, other marine and port activities and/or adjoining residential/coastal activities, and navigation and safety;



- (c) whether the location and design of the structure has considered the effects of wave hydraulics on other users of the coastal marine area;
  - (d) whether construction work has avoided, remedied or mitigated the adverse effects of construction, particularly through the management of silt, contaminated sediments, and other contaminants; and
  - (e) construction duration:
    - (i) whether construction duration is limited to the minimum reasonably necessary.
- (7) for wave attenuation devices and hard protection structures:
- (a) whether the location and design of the wave attenuation device or hard protection structure has considered the effects on existing activities including marine-related industries, other marine activities and/or adjoining residential/coastal activities;
  - (b) whether the location and design of the wave attenuation device or hard protection structure has considered the effects of wave hydraulics on other users of the coastal marine area; and
  - (c) whether construction works avoids, remedies or mitigates the adverse effects of construction, particularly through the management of silt, contaminated sediments, and other contaminants.
- (8) for new pile moorings established after the date of plan notification including occupation and use by the vessel to be moored:
- (a) refer to assessment criteria set out for pile moorings in the Coastal – General Coastal Marine Zone.
- (9) for occupation of the coastal marine and coastal area:
- (a) refer to assessment criteria set out for occupation in the Coastal – General Coastal Marine Zone.
- (10) for minor reclamation for the purpose of maintaining, repairing or upgrading a reclamation, or reclamation or drainage carried out as part of rehabilitation or remedial works:
- (a) whether the reclamation mitigates adverse effects through its form and design, taking into account:
    - (i) the compatibility of the design with the location;
    - (ii) the degree to which the materials used are visually compatible with the adjoining coast;
    - (iii) the ability to avoid consequential erosion and accretion, and other natural hazards;
    - (iv) the effects on coastal processes; and

- (v) the effects on hydrology;
- (b) whether the use of contaminated material in a reclamation is avoided unless it is contained in a way that avoids, remedies or mitigates adverse effects on water quality, aquatic ecosystems and biodiversity;
- (c) whether the reclamation enables the efficient operation of port infrastructure;
- (d) whether the reclamation will affect identified landscapes or sites or places of significance to Mana Whenua; and
- (e) whether construction works avoids, remedies or mitigates the adverse effects of construction, particularly through the management of silt, contaminated sediments, and other contaminants.

**F5.9. Special information requirements**

There are no special information requirements in this zone.