

F6. Coastal – Ferry Terminal Zone

F6.1. Zone description

The purpose of the Coastal – 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. Due to this there is a need to restrict inappropriate use and development on land and in the coastal marine area 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), 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 form an important part of the ferry network but are managed within the Coastal – Marina Zone.

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

Ferry terminal facilities in the inner and upper Waitematā include a landward component that provides for activities associated with the provision of ferry services, such as passenger facilities, ancillary facilities supporting passenger operations, commuter and short-term parking, public amenities and small-scale food and beverage operations.

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 Business – City Centre Zone to recognise their strong relationship with the city centre.

The provisions in [F2 Coastal – General Coastal Marine Zone](#) apply to the coastal marine area in the Coastal – Ferry Terminal Zone unless otherwise specified.

F6.2. Objectives [rcp/dp]

- (1) The safe and efficient development and operation of ferry services and ferry terminal facilities which are transport nodes in the Auckland public transport network.
- (2) The ability of existing ferry services and ferry terminal facilities to provide for public transport is not compromised by subdivision, use and development.
- (3) Appropriate expansion of existing ferry services and ferry terminal facilities within existing Coastal – Ferry Terminal Zone, or the development of new ferry services

and ferry terminal facilities elsewhere in the coastal marine area, is enabled in appropriate locations where a transport need is identified.

- (4) Public access, use and enjoyment of the coastal marine area is maintained and, where practicable enhanced, and any associated use and development does not compromise the ability of ferry services and ferry terminal facilities to provide for public transport passenger and goods needs.
- (5) Efficient use is made of the structures and water space of the coastal marine area in and adjacent to ferry terminal facilities.
- (6) 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.
- (7) The Coastal – Ferry Terminal Zone provides, where practicable, for activities associated with ferry terminal facilities and ferry services in an integrated manner across the boundary between land and the coastal marine area.

F6.3. Policies [rcp/dp]

- (1) Maintain and enhance the safe and efficient operation and development of ferry services and ferry terminals by:
 - (a) enabling use and development that provides for safe and convenient passenger access and circulation, and cargo transfer;
 - (b) enabling accessory activities that support ferry services and ferry terminal facilities and visitor and tourist use such as administration offices, shops, cafes and services located in the coastal marine area only where there is no demonstrated practicable alternative on land;
 - (c) enabling accessory activities on land that support ferry services and ferry terminal facilities and visitor and tourist use, such as administration offices, shops, cafes and services, while minimising adverse effects on the amenities of adjacent residential and open space zoned land;
 - (d) requiring ferry terminal redevelopment to provide enough sheltered passenger waiting areas convenient to the ferry berthage area to comfortably accommodate peak service users;
 - (e) requiring sufficient loading facilities;
 - (f) supporting linkages and facilities for other public transport modes such as buses, walking and cycling; and
 - (g) 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 services and ferry terminals located within the Coastal – Ferry Terminal Zone.
- (3) Maintain, and where practicable enhance, public access, use and enjoyment within the Coastal – Ferry Terminal Zone 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 that are to be retained, so they are compatible with or complement the character of the surrounding land and the coastal marine area;
 - (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 or where it cannot be avoided minimise the obstruction of views from the facility out to the coastal marine area, particularly from public areas and accessways;
 - (e) be designed with regard to how the structure will be viewed from public places as well as from the coastal marine area, including consideration of how any development on Devonport and Victoria wharves will be viewed from Victoria Street, Devonport;
 - (f) include high-quality public spaces with a sense of spaciousness, particularly in any internal accessways and public areas; and
 - (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 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 services and 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; and
 - (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 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 residential or hotel accommodation on Devonport Wharf, and restrict office activities other than a ferry administration office to only the upper levels of the Devonport Wharf facility; and
 - (d) provide adequate bicycle and bus parking spaces and facilities to support the transport node.
- (9) Provide for the appropriate development and use of expanded or new ferry services and ferry terminal facilities outside the Coastal – Ferry Terminal Zone, provided any:
- (a) proposal is not inconsistent with the objectives and policies in the Plan for the Auckland public transport network;
 - (b) proposal is consistent with the objectives and policies for ferry terminal facilities in the Coastal – Ferry Terminal Zone; and
 - (c) adverse effects on the environment are avoided, remedied or mitigated, with particular regard to effects on traffic, parking, amenity, water quality and coastal processes.

F6.4. Activity table

Table F6.4.1 Activity table below specifies the activity status of works in the coastal marine area pursuant to sections 12(1) of the Resource Management Act 1991.

The activities, standards and assessment of [F2 Coastal – General Coastal Marine Zone](#) apply unless otherwise specified in the following table.

Resource Management (National Environmental Standards for Freshwater) Regulations 2020

The Resource Management (National Environmental Standards for Freshwater) Regulations 2020 ('Freshwater NES') came into force on 3 September 2020. Currently, there may be duplication or conflict between specific plan rules and the Freshwater NES.

The Resource Management (National Environmental Standards for Freshwater) Regulations 2020 apply to any part of the coastal marine area that is upstream from the mouth of a river.

If an activity provided for in rules F6.4.1 to F6.9, including any associated matters of discretion, is also regulated by the Freshwater NES, where there is conflict then the most restrictive provision will prevail.

If the Freshwater NES regulations do not apply to an activity, then the plan rules apply.

Duplication or conflict between plan rules and the Freshwater NES will be addressed in the plan as soon as practicable.

Table F6.4.1 Activity table

Activity		Activity status	
		Coastal marine area [rcp]	Land [dp]
(A1)	Reclamation other than maintenance or repair of a lawful reclamation or drainage system, or minor reclamation for the purpose of maintaining, repairing or upgrading a lawful reclamation	D	NA
(A2)	Maintenance dredging	RD	NA
(A3)	Capital works dredging	RD	NA

Table F6.4.2 Activity table below specifies the activity status of use and activities on land pursuant to section 9(3) of the Resource Management Act 1991; use and activities in the coastal marine area pursuant to section 12(3) of the Resource Management Act 1991; the associated occupation of the common marine and coastal area pursuant to section 12(2) of the Resource Management Act 1991; and the discharge of contaminants into water pursuant to section 15 of the Resource Management Act 1991.

The activities, standards and assessment of [F2 Coastal – General Coastal Marine Zone](#) apply unless otherwise specified in the following table.

Table F6.4.2 Activity table

Activity		Activity status	
		Coastal marine area [rcp]	Land [dp]
(A4)	Maritime passenger operations established at or after 30 September 2013	P	P
(A5)	Aquaculture activities (including any activities under sections 12(1), 12(2), 12(3) and 15 of the Resource Management Act 1991)	Pr	NA
(A6)	Public amenities	P	P
(A7)	Public transport facilities	NA	P
(A8)	Food and beverage	P	P
(A9)	Offices that are accessory to ferry terminal facilities and services	P	P
(A10)	Offices at Devonport Wharf that are not otherwise a permitted activity and not at ground floor level	P	P
(A11)	Retail other than at Devonport Wharf	D	D
(A12)	Retail at Devonport Wharf	P	P
(A13)	Clubrooms for marine-related clubs	NC	NC
(A14)	Mangrove and mangrove seedling removal	P	NA

Table F6.4.3 Activity table below specifies the activity status of structures in the coastal marine area and the occupation of the common marine and coastal area pursuant to sections 12(1) and 12(2) of the Resource Management Act 1991.

The activities, standards and assessment of [F2 Coastal – General Coastal Marine Zone](#) apply unless otherwise specified in the following table.

Those activities marked with ¹ 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 F6.4.3 Activity table

Note 1. Rule F6.4.3(A24) applies where occupation is proposed in an area that has an existing occupation consent. Rule F6.4.3(A24) does not apply if an activity is proposed by the party who holds the existing occupation consent or has received the written approval of that party (and is in accordance with that consent).

Activity		Activity status	
		Coastal marine area [rcp]	Land [dp]
(A15)	Coastal marine area structures or buildings not listed as a permitted activity ¹	RD	NA
(A16)	Marine and port facilities	RD	NA
(A17)	Marine and port accessory structures and services excluding new pile moorings	P	NA
(A18)	Wave attenuation devices	RD	NA
(A19)	Observation areas, viewing platforms and boardwalks	RD	NA
(A20)	Pile moorings existing at 30 September 2013 including occupation and use by the vessel to be moored	P	NA
(A21)	New pile moorings established after 30 September 2013 including occupation and use by the vessel to be moored	RD	NA
(A22)	Maimai	NC	NA
(A23)	Exclusive occupation of the common marine and coastal area by a structure or activity that would otherwise be permitted unless it is within the area of an existing coastal permit for occupation and that permit allows for exclusive occupation by that type of structure or activity	RD	NA
(A24)	Occupation of the common marine and coastal area by a structure or activity that would otherwise be permitted where the area to be occupied is already the subject of an existing occupation consent	RD	NA

F6.5. Notification

- (1) Any application for resource consent for an activity listed in Tables F6.4.1, F6.4.2 and F6.4.3 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\(4\)](#).

F6.6. Standards

F6.6.1. Structures and works

- (1) Structures and works in the coastal marine area must comply with the standards in [F2.6 Coastal – General Coastal Marine Zone](#).

F6.6.2. Building height

- (1) Buildings must not exceed the height specified in Table F6.6.2.1 Building height.

Table F6.6.2.1 Building height

Location	Maximum height in the coastal marine area	Maximum height on land
Devonport, Matiatia and Birkenhead wharves	9m above wharf deck level	9m above ground level
Other ferry terminals	5m above wharf deck level	5m above ground level

F6.6.3. Ceiling height

- (1) At Devonport Wharf, the average floor to ceiling height above wharf deck level must not be less than 4m with a minimum height of 3m.

F6.6.4. Marine and port accessory structures and services

- (1) Pontoons must be no more than 30m long.

F6.6.5. Yards and open space protection

- (1) No part of any building or structure may be constructed in the open space between Devonport and Victoria wharves and Marine Square.
- (2) Any structures on Victoria Wharf must maintain a 7m wide vehicle accessway and a 3m wide pedestrian accessway.
- (3) At Devonport Wharf, no less than 30 per cent of the building floor area at wharf level must be freely available for public use and access. This public use area must include an indoor passenger waiting area adjacent to the ferry berth.

F6.6.6. Gross floor area

- (1) Other than at Devonport Wharf, the gross floor area of:
- (a) office premises must not exceed 100m²; and
 - (b) food and beverage premises must not exceed 100m²; and
 - (c) premises used for retail accessory to public transport facilities must not exceed 25m².

F6.7. Assessment – controlled activities

There are no controlled activities in this section.

F6.8. Assessment – restricted discretionary activities

F6.8.1. Matters of discretion

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

- (1) for all restricted discretionary activities:
 - (a) the effects from the construction or works methods, timing and hours of operation.
 - (b) the effects of the location, extent, design and materials used.
 - (c) the effects on coastal processes, ecological values, water quality and natural character.
 - (d) the effects on public access, navigation and safety.
 - (e) the effects on existing uses and activities.
 - (f) consent duration and monitoring.

F6.8.2. Assessment criteria

The Council will consider the relevant assessment criteria the Coastal – General Coastal Marine Zone in addition to the matters below.

- (1) for all restricted discretionary activities:
 - (a) whether there will be any adverse effects on the operation of the ferry terminal facility.
 - (b) effects on views and visual amenity:
 - (i) whether the quality of building design reflects the high visibility of ferry terminals from surrounding areas and the functional and operational requirements of marine and port activities;
 - (ii) whether buildings have interactive frontages where they face public streets and public accessways;
 - (iii) whether the height of the building adversely affects the natural character, landscape and visual amenity of the area, taking into account the following:
 - visual dominance of the building in terms of views from adjoining areas including the coastal marine area;
 - the interface and amenity of adjacent zones, particularly residential zones;
 - the scale and location of the proposed building in relation to any nearby industrial plant and buildings;

- the type, including colour, of exterior materials used for construction;
 - any lighting proposed on the building; and
 - any signs proposed to be attached to or painted on proposed building.
- (iv) whether the height of the building contributes to any adverse cumulative effects of development in the area, taking into account the following:
- visual amenity of the area;
 - the scale and intensity of existing development; and
 - character of the zone.
- (2) For food and beverage and offices that do not meet the gross floor area standards:
- (a) whether the proposal demonstrates how it will avoid, remedy or mitigate any adverse effects on the transport network.
 - (b) the extent to which measures are taken to address reverse sensitivity effects on the surrounding the Coastal – Ferry Terminal Zone activities.
 - (c) whether the proposed use is complementary to the primary use of the site for ferry terminal purposes.
 - (d) whether the proposal demonstrates how it will avoid, remedy or mitigate any adverse effects on the amenity of the locality arising from use of the facility, including noise and hours of operation.

F6.9. Special information requirements

There are no special information requirements in this section.